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(5017.)

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137

CORRESPONDENCE

RESPECTING THE

QUESTION OF THE NAVIGATION

OF THE

RIVERS TIGRIS AND EUPHRATES.

137

June 1883 to June 1884.

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PUBLIC RECORD OFFICE, LONDON

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CONFIDENTIAL.

Correspondence respecting the Question of the Navigation of the Rivers Tigris and Euphrates.

No. 1.

Acting Consul-General Tweedie to Earl Granville.—(Received June 15.)

Bagdad, June 15, 1883.

(Telegraphic.)

VALI intimates Minister of Interior has prohibited Lynch steamers plying on Tigris because privilege is for Euphrates only.

Vali intimates issue of instructions to enforce above prohibit, and requests me to do the same. I am declining to do so, and hardly think he will try to stop British mail-steamers by force.

Minister of Interior probably has been misled.

No. 2.

Earl Granville to Mr. Wyndham.

(Commercial.)

(Telegraphic.)

Foreign Office, June 16, 1883, 4·35 P.M.

REPORT by next messenger on the present position of the question of the navigation of the Tigris and Euphrates.

Colonel Tweedie reports fresh difficulties at Bagdad.

No. 3.

Earl Granville to Mr. Wyndham.

(Commercial.)

(Telegraphic.)

Foreign Office, June 18, 1883, 4·30 P.M.

MY telegram of Saturday.

It is stated that the navigation of the Tigris by Messrs. Lynch's steamers is intended to be stopped at once.

Ascertain the facts of the case, and report by telegraph as well as by despatch.

No. 4.

Lord E. Fitzmaurice to Mr. Plowden.

(Confidential.)

LORD EDMOND FITZMAURICE presents his compliments to Mr. Plowden, and is directed by Earl Granville to transmit, for his perusal, copies of telegrams relative to the navigation of the Tigris and Euphrates by the steamers of Messrs. Lynch.*

It is requested that these papers may be returned to this Office.

Foreign Office, June 18, 1883.

* Nos. 1, 2, and 3.

No. 5.

Telegrams received from Messrs. Lynch and Co., dated Bagdad, June 17.—(Communicated June 19, 1883.)

(No. 1.)

THE Wali has informed the Consul that the Porte has telegraphed that permission for steamers was for the Euphrates and not for the Tigris; therefore they are prohibited here, and must cease running. See details of the Political Agent's telegram to the Foreign Office. We refer you to our letter of 25th, and inclosure. Act with determination; the consequences are most disastrous. We do not understand the origin of the order. The "Mejidieh" arrived yesterday.

(No. 2.)

We have reason to believe that the local Turkish Government intend executing order; act with great promptitude.

No. 6.

Mr. Lynch to Lord E. Fitzmaurice.—(Received June 19.)

The Euphrates and Tigris Steam Navigation Company (Limited), 3, Salter's Hall Court, Cannon Street, June 18, 1883.

My Lord,

I CALLED at the Foreign Office this morning to submit personally to your Lordship certain telegrams (copies inclosed)* from Bagdad, announcing that our steamers, which have been plying between Bussorah and Bagdad since 1860, under a Postal Convention with the Government of India, are now ordered to cease running under instructions from Constantinople.

Your Lordship being away, I solicit the favour of your informing me the earliest time it may be convenient to you to grant me an interview.

I have, &c.
(Signed) T. K. LYNCH, *Chairman of the Euphrates and Tigris Steam Navigation Company.*

No. 7.

Earl Granville to Mr. Wyndham.

(No. 84 A. Commercial. Ext.)

Foreign Office, June 19, 1883.

Sir,

I HAVE to request your attention to the question of the navigation of the Tigris and Euphrates by British vessels.

Colonel Tweedie states that fresh difficulties in the matter have arisen at Bagdad, and a report has reached me that it is intended to prevent Messrs. Lynch's steamers from navigating the Tigris.

I have, by telegram, asked you to ascertain the facts of the case, and to report forthwith.

I am, &c.
(For Earl Granville),
(Signed) EDMOND FITZMAURICE.

No. 8.

Mr. Wyndham to Earl Granville.—(Received June 20, 6·10 P.M.)

(Commercial.)
(Telegraphic.)

Constantinople, June 20, 1883, 3·5 P.M.

YOUR telegram of the 18th.

I have requested the Porte to instruct the Governor of Bagdad not to take precipitate action with regard to navigation of the Tigris pending discussion here. Will report further as soon as possible.

* No. 5.

No. 9.

Mr. Wyndham to Earl Granville.—(Received by telegraph, June 20.)

(No. 155. Commercial. Ext.)

Therapia, June 20, 1883.

My Lord,

I HAVE the honour to inform your Lordship, with reference to your telegram of the 18th instant, that I have requested the Sublime Porte to instruct the Governor of Bagdad not to take precipitate action with regard to the navigation of the Tigris pending discussion at Constantinople.

I will not fail to send your Lordship a further Report with as little delay as possible.

I have, &c.
(Signed) HUGH WYNDHAM.

No. 10.

Mr. Wyndham to Earl Granville.—(Received June 21.)

(No. 147. Commercial.)

Therapia, June 15, 1883.

My Lord,

WITH reference to your Lordship's Commercial despatch of the 9th February last, I have the honour to state that on the 19th February I was informed that the Grand Vizier had sent instructions to Bussorah that no difficulties should be placed in the way of the launching of Mr. Lynch's new steamer. On the 20th March, however, the Sublime Porte addressed me a note to the effect that they could not allow Mr. Lynch to launch a new steamer, their objections being against the large dimensions of the new boat, which appeared to overstep the limits alleged to have been laid down in various Vizierial letters. I replied, on the 26th April, by drawing the Porte's attention to the fact that no limits had ever been placed to the size of the boats, and that the privileges of Mr. Lynch did not rest on Vizierial letters, but on a Firman.

Since that date no communications have passed between this Embassy and the Porte on the subject; and I have just received a despatch from Colonel Tweedie, dated Bagdad, the 7th May, announcing the launch and first trip of the new steamer. Colonel Tweedie reports that he has explained to the local authorities that the new steamer is not intended as an additional one, but merely to replace one of the old vessels, so that the number of Mr. Lynch's steamers will still be limited to two. The local authorities appear to have taken no official notice of the launch of the new steamer, though the Vali privately hinted to Colonel Tweedie that he would have to make representations to the Porte on the matter.

I have, &c.
(Signed) HUGH WYNDHAM.

No. 11.

Telegrams received from Bagdad.—(Communicated to Lord E. Fitzmaurice by Mr. Lynch, June 21.)

(No. 1.)

June 17, 1883.

THE Wali has informed the Consul that the Porte has telegraphed that permission for steamers was for the Euphrates and not for the Tigris; therefore they are prohibited here, and must cease running (see details of the Political Agent's telegram to the Foreign Office). We refer you to our letter of the 25th, and inclosure. Act with determination; the consequences are most disastrous. We do not understand the origin of the order. The "Mejidieh" arrived yesterday.

(No. 2.)

June 17, 1883.

We have reason to believe that the Local Turkish Government intend executing order; act with great promptitude.

(No. 3.) *June* 21, 1883.

Ambassador at Constantinople has telegraphed the Political Resident, from which it appears that unless the Foreign Office act with determination it will be no use.

No. 12.

Lord E. Fitzmaurice to Mr. Lynch.

Foreign Office, June 22, 1883.

Sir,

WITH reference to your letter of the 18th instant, and our conversation respecting the navigation of the Tigris and Euphrates, I am now directed by Earl Granville to inform you that Mr. Wyndham has requested the Porte to instruct the local authorities at Bagdad not to take precipitate action pending discussion on the subject at Constantinople with regard to the question of the navigation of the Tigris.

Mr. Wyndham says that he will report further as soon as possible; and when additional information is received another communication will be addressed to you.

I am, &c.

(Signed) EDMOND FITZMAURICE.

No. 13.

Consul-General Plowden to Lord E. Fitzmaurice.—(*Received June* 26.)

Adare Manor, Adare, County Limerick, June 24, 1883.

Dear Lord Edmond,

I SHALL be very glad if the inclosed Memorandum on the subject of Lynch and Co.'s right to navigate the Tigris is of any use to you. I may also refer you to my despatch No. 2, Commercial, of the 28th March, 1881, which explains the case in detail, and gives the text of the Vizierial letters cited in my Memorandum.

Yours, &c.

(Signed) TREVOR CHICHELE PLOWDEN.

Inclosure in No. 13.

Memorandum.

ON the 15th June Colonel Tweedie telegraphed that orders had been received by the Ottoman authorities at Bagdad, directing them to prohibit Lynch and Co. from running steamers on the Tigris, as the privilege accorded to that Company related only to the Euphrates.

2. It is true that the Firmans, which are usually cited as bearing upon the present question, and which the Porte may be expected to cite in support of its view, do relate to the Euphrates and not to the Tigris. But it is also true that these Firmans do not apply to Lynch and Co., and that the right of that Company to run steamers on the Tigris does not depend upon their provisions. These Firmans* are dated respectively Shaban, 1250 (29th December, 1834); and Regeb, 1257 (August 1841). They were issued in connection with Colonel Chesney's expeditions, which had for its object the establishment of communication between the Mediterranean and India by means of steamers on the Euphrates; they were granted expressly to the British Government, and not to any private individual or firm; they were liable to be cancelled in the event of any inconvenience arising out of their operations; and they related only to the Euphrates.

3. Messrs. Lynch and Co.'s right to run steamers on the Tigris—and if they please on the Euphrates also—is derived from an arrangement concluded in 1846 by Sir Stratford Canning, and sanctioned by the acknowledgment of the Porte, for the navigation of the "waters of Mesopotamia" (i.e., both the Tigris and the Euphrates) by British-owned vessels flying the British flag, without any distinction as to their being sailing-vessels or steamers. This arrangement was notified to the Governor-General of Bagdad in a Vizierial letter of 6 Rebi-ul-Akhir, 1262 (2nd April, 1846), in which both rivers are

* The text of the Firman dated December 29, 1834, will be found at p. 15, vol. vii, of "Aitchison's Indian Treaties."—T. C. P.

expressly mentioned, and which contains no limitation of the number of vessels—steamers or other—to be employed.

4. Messrs. Lynch and Co. placed their first steamer on the Tigris in the summer of 1862. They acted in pursuance of a fresh Vizierial letter to the Governor-General of Bagdad of 3rd Regeb, 1277 (15th January, 1861), which Sir H. Bulwer described as "relating to the navigation of the Mesopotamia rivers by British steam-vessels and boats, and confirming the arrangement of 1846." This letter is important, because its terms show that the Grand Vizier (Mehemet Pasha) fully understood the difference between the original Firmans of 1834 and 1841, and the aforesaid arrangement of 1846. Notwithstanding this Vizierial letter, Namyk Pasha, the Governor-General of Bagdad, persisted in his opposition, and consequently a third letter, of 5th Mohurrun, 1279 (2nd July, 1862), was obtained, repeating the directions already given.

5. This further letter silenced for a time the opposition of the Bagdad officials. But in 1864, when Lynch and Co.'s intention to place a second steamer on the Tigris in connection with the Indian mail service became known, Namyk Pasha renewed his objections. Up to this time there had been no question but that Lynch and Co.'s right to run steamers on the Tigris depended upon Sir Stratford Canning's arrangements of 1846, which the three Vizierial letters above cited expressly maintained and confirmed. This position was in fact unassailable, and it was necessary that the objections started in 1864 should take fresh ground. Accordingly, the Porte asserted, for the first time, that under existing Firmans (viz., the Firmans of 1834 and 1841) only two British steamers were permitted to navigate the Tigris, and inasmuch as two British steamers, the "City of London" and the "Comet," were already stationed in the Tigris, it was quite clear that Lynch and Co. could have no possible right to introduce a third steamer. This objection was met by showing that although the "City of London" was the property of Lynch and Co., the "Comet" was an armed dispatch-boat belonging to the British Government, and that consequently there was no connection between the two vessels. The Porte having accepted this explanation, Lynch and Co. were allowed to bring out their steamer, and from this time (1864) two steamers belonging to that firm have been regularly maintained on the Tigris.

6. This answer sufficed for the immediate object in view, the withdrawal of the opposition to Lynch and Co.'s new steamer. But it was not the right answer, for it allowed the fundamental argument of the Porte, that Lynch and Co.'s rights were based on the Firmans cited, to pass unrefuted. Full advantage has been taken of this omission, for the Porte in all subsequent correspondence has not only abstained from further allusion to the arrangement of 1846, and the three Vizierial letters which confirmed that arrangement, but it has also assumed that its statement of the bearings of the case as made in 1864 is accepted as correct. In other words, the Porte has actually succeeded in making all discussions on this question start from the basis, that the British Government and Lynch and Co. are one and the same person, and that Firmans granted expressly to the British Government for the furtherance of Chesney's plans on the Euphrates are also applicable to Lynch and Co.'s claim to run steamers on the Tigris. By issuing this new prohibition reported by Colonel Tweedie the Porte has reopened the entire question, and given us the opportunity of restating the case, and placing Lynch and Co.'s rights upon their proper basis.

(Signed) TREVOR CHICHELE PLOWDEN.

June 24, 1883.

No. 14.

Sir L. Mallet to Lord E. Fitzmaurice.—(*Received June* 28.)

(Confidential.)

India Office, June 27, 1883.

Sir,

I AM directed by the Earl of Kimberley to forward herewith, to be laid before Her Majesty's Secretary of State for Foreign Affairs, for such action as Lord Granville may deem expedient, copy of a telegram from the Government of India on the subject of a discussion said to be pending at Constantinople in reference to the navigation of the inland waters of Turkish Arabia by British vessels.

I have, &c.

(Signed) LOUIS MALLET.

Inclosure in No. 14.

The Viceroy of India to the Earl of Kimberley.

Simla, June 22, 1883.

(Telegraphic.)

RESIDENT, Bagdad, reports that our right to navigate Mesopotamia rivers is under discussion at Constantinople.

(See Bagdad Consul-General's letter to Constantinople of 28th March, 1881.)

We trust existing position will not be disturbed, and that right of new "Comet" to proceed to Bagdad will be maintained.

No. 15.

Earl Granville to Mr. Wyndham.

(No. 94. Commercial.) *Foreign Office, June* 28, 1883.

Sir,

WITH reference to my despatch No. 84 A, Commercial, of the 19th instant, I transmit herewith, for your information, and for any observations you may have to offer thereon, a copy of a Memorandum by Mr. Consul-General Plowden on the question of the navigation of the Tigris and Euphrates by British vessels.*

I am, &c.

(For Earl Granville),
(Signed) EDMOND FITZMAURICE.

No. 16.

Earl Granville to Mr. Wyndham.

(No. 95. Commercial. Confidential.) *Foreign Office, June* 28, 1883.

Sir,

I TRANSMIT to you herewith, for your information, with reference to your despatch No. 147, Commercial, of the 15th instant, copy of a letter from the India Office, inclosing a telegram from the Viceroy, respecting the navigation of the Tigris and Euphrates by Messrs. Lynch's barges.†

I am, &c.
(Signed) GRANVILLE.

No. 17.

Lord E. Fitzmaurice to Consul-General Plowden.

Foreign Office, June 28, 1883.

Sir,

I BEG to acknowledge the receipt of your letter of the 24th instant, and to thank you for the Memorandum which accompanies it, on the subject of the navigation of the Tigris and Euphrates by British vessels.

I am, &c.
(Signed) EDMOND FITZMAURICE.

No. 18.

Mr. Lynch to Earl Granville.—(Received June 29.)

The Euphrates and Tigris Steam Navigation Company (Limited),
3, *Salter's Hall Court, Cannon Street, June* 28, 1883.

My Lord,

TWO years have nearly elapsed since remonstrances were addressed to your Lordship against the action of the Turkish Government in preventing the employment of our English barges, and your Lordship was good enough to recognize the justice of our

* Inclosure in No. 13.

† No. 14.

application for redress, and, through Her Majesty's Ambassador, to request the Porte to remove the restriction, and a Mazbatta was signed which only needed the signature of His Imperial Majesty the Sultan to remove it.

Nothing, however, has since been done, and in the hope that the evident injustice of the case would soon work its own remedy, I have hitherto abstained from pressing the matter on your Lordship's attention; but it appears that our patient waiting has had no effect other than to encourage further measures far more detrimental to our interests, as we are informed by telegram, already in your Lordship's possession, that instructions have been sent from Constantinople to stop our steamers altogether, upon the plea that the Firman applied only to the navigation of the Euphrates and not to the Tigris.

I am in a position to show that this is not the case. Our right is based upon the Firman of 1834, interpreted under successive Sovereigns of the Turkish Empire, by Vizierial letters, in which the Tigris, as well as the Euphrates, is mentioned by name, and the objects to be accomplished by our steamers and barges are referred to, but to set forth the rights which we have for so many years exercised without dispute would extend this letter to an undue length. A Memorandum on the same has been drawn out, and shall be submitted to your Lordship if required.

I may, however, add, for your Lordship's information, that the growth of British trade at Bussorah has been most marked since the river service was started by the Company. The gross tonnage leaving Bussorah in 1862 did not exceed 4,000 tons, while last year it was 75,000 tons for European ports alone. The weekly mail service to India is of an importance which cannot be exaggerated.

I trust, therefore, your Lordship will see the necessity of adopting measures to prevent its interruption, and the ruin it would entail on British commerce, and the safety of her merchants in those regions.

I have, &c.
(Signed) T. K. LYNCH, *Chairman of the Euphrates and Tigris Steam Navigation Company.*

No. 19.

Mr. Lynch to Earl Granville.—(Received June 29.)

The Euphrates and Tigris Steam Navigation Company (Limited),
3, *Salter's Hall Court, Cannon Street, June* 29, 1883.

My Lord,

I HAD the honour to address your Lordship yesterday, setting forth our rights to navigate the Euphrates and Tigris to Bagdad.

I regret to say that this morning has brought a telegram from Bagdad, copy of which I have the honour to inclose, from which your Lordship will see that our carrying trade has now been forcibly stopped. Immediate action is therefore imperatively necessary for the due protection of our interests.

I have, &c.
(Signed) T. K. LYNCH, *Chairman of the Euphrates and Tigris Steam Navigation Company.*

Inclosure in No. 19.

Telegram received from Bagdad, dated June 28, 1883.

CUSTOMS authorities prevented "Khalifah" completing loading to-day, and inform us neither steamer will be allowed to discharge at Busreh or here in future. "Khalifah" leaves to-morrow with a large cargo. The "Mejidieh" left Busreh Tuesday also with a large cargo. Consul had no further communication.

No. 20.

Earl Granville to Mr. Wyndham.

(Commercial.)
(Telegraphic.) *Foreign Office, June* 30, 1883, 3 P.M.

FOLLOWING telegram has been communicated by Messrs. Lynch, dated Bagdad, 28th June:—

"Customs authorities prevented 'Khalifah' completing loading to-day, and inform us neither steamer will be allowed to discharge at Busreh or here in future. 'Khalifah'

leaves to-morrow with a large cargo. The 'Mejidich' left Busreh Tuesday also with a large cargo. Consul had no further communication."

This proceeding may raise a serious question with the Porte. State officially that the Porte will be responsible for any infringement of the Company's rights.

No. 21.

Earl Granville to Mr. Wyndham.

(No. 98. Commercial.) *Foreign Office, June 30, 1883.*

Sir,

I TRANSMIT herewith copies of further correspondence with Messrs. Lynch relative to the interference by the local authorities at Bagdad with the navigation of the Tigris and Euphrates by their vessels.*

I have repeated to you to-day, by telegraph, the telegram contained in the letter of yesterday's date; and in pointing out that this proceeding may give rise to a serious question between Her Majesty's Government and the Porte, I have instructed you to state at once, officially, that the Porte will be responsible for any infringement of the Company's rights.

I am, &c.

(Signed) GRANVILLE.

No. 22.

Lord E. Fitzmaurice to Mr. Lynch.

Foreign Office, June 30, 1883.

Sir,

I AM directed by Earl Granville to acknowledge the receipt of your letters of the 28th and 29th instant relative to interference by the local authorities with the navigation of the Tigris and Euphrates by your steamers.

In reply, I am to state that this matter is receiving the careful attention of this Office, and also of Her Majesty's Embassy at Constantinople, and that every exertion of which the circumstances of the case admit will continue to be made on your behalf.

I am, &c.

(Signed) EDMOND FITZMAURICE.

No. 23.

Mr. Wyndham to Earl Granville.—(Received July 1, 8 A.M.)

(Commercial.) *Therapia, June 30, 1883, 8 P.M.*

(Telegraphic.)

NAVIGATION of Tigris.

Your Lordship's telegram, Commercial, of the 18th June, and my telegram of the 20th.

Colonel Tweedie informs me by telegraph, dated yesterday, that the mail-steamer had left with incomplete cargo, the Vali having stopped her loading, shut custom-house against her, and posted police on river bank to isolate her, and that the custom-house declares steamers will not again be allowed to load or discharge.

I made representations on the subject to-day to the Porte, and requested that the prohibitive order might be rescinded. I was informed that this could not be done without the sanction of the Council of Ministers, and I requested the Minister for Foreign Affairs to submit my request to the favourable consideration of the Grand Vizier, with a view to its being brought before the Council as speedily as possible. His Highness said he would do so.

I have instructed Colonel Tweedie to observe a conciliatory attitude towards the Vali, and to endeavour to induce him to try and get the prohibition removed.

The navigation of the Tigris appears to have been allowed till now by virtue of Vizirial letters; that on the Euphrates by Firman.

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* Nos. 18, 19, and 20.

No. 24.

Mr. Wyndham to Earl Granville.—(Received by telegraph, July 1.)

(No. 173. Commercial. Ext.) *Therapia, June 30, 1883.*

My Lord,

WITH reference to your Lordship's telegram of the 18th instant, and to my telegram of the 20th instant, I have the honour to report that Colonel Tweedie informed me by telegraph yesterday that the mail-steamer had left Bagdad with an incomplete cargo, owing to the Vali having stopped her loading, and having shut the custom-house against her, posting police on the river bank to isolate her. The Custom-house authorities, Colonel Tweedie added, declared that Messrs. Lynch's steamers will not again be allowed to load or discharge.

I made representations to-day at the Porte on the subject, and requested that the prohibitive orders might be rescinded. I was informed that this could not be done without the sanction of the Council of Ministers, and therefore begged the Minister for Foreign Affairs to submit my request to the favourable consideration of the Grand Vizier with a view to its being brought before the Council as speedily as possibly. His Highness said he would do so.

In the meantime I have instructed Colonel Tweedie to observe a conciliatory attitude towards the Vali, and to endeavour to induce him to try and get the prohibition removed.

The navigation on the Tigris appears to have been allowed till now by virtue of Vizierial letters, and that on the Euphrates by Firman.

I have, &c.

(Signed) HUGH WYNDHAM.

No. 25.

Acting Consul-General Tweedie to Earl Granville.—(Received July 2.)

(Telegraphic.) *Bagdad, July 1, 1883.*

OTTOMAN Government still determined to have our steamers removed from the River Tigris.

If your Lordship would send for Consul-General Plowden he could explain our rights, also magnitude of interests at stake, both from political and commercial point of view.

In my humble opinion existing advantages in this locality call for maintenance at any cost.

No. 26.

Mr. Lynch to Earl Granville.—(Received July 2.)

The Euphrates and Tigris Steam Navigation Company (Limited),
3, Salter's Hall Court, Cannon Street, July 2, 1883.

My Lord,

I HAVE the honour to acknowledge receipt of your Lordship's letter of the 30th ultimo.

The extreme urgency of the case must be my excuse for trespassing again upon your Lordship's attention, in forwarding copy of another telegram just received from Bagdad.

The proceeding on the part of the Turkish authorities now brought under your Lordship's attention will, if carried out, be equivalent to the absolute confiscation of British property exceeding in value 100,000*l.* This monstrous and unprecedented act itself being in direct contravention of prescriptive rights, which have been acted upon and unquestioned for a period of more than half-a-century.

I am further called upon to point out to your Lordship the fact that the rights of third parties are now being largely involved in this question, inasmuch as the telegram herein inclosed advises that the delivery of cargo to the respective consignees is prohibited, and losses thereby sustained to an indefinite amount. Claims for redress and compensation must inevitably be created on the part of those whose rights are thus violated.

The insult to the British flag and the intolerable outrage on British commerce and on Her Majesty's postal service will be obvious to your Lordship.

I have, &c.
(Signed) T. K. LYNCH,
Chairman of the Euphrates Company.

Inclosure in No. 26.

Telegram received from Bagdad, dated July 1, 1883.

THE "Mejidieh" has arrived, but we are unable to arrange* for her to discharge. We suggest a special message to the Sublime Porte.

No. 27.

Mr. Wyndham to Earl Granville.—(*Received July 3, 8 A.M.*)

(Commercial.)
(Telegraphic.) *Therapia, July 2, 1883, 11·55 P.M.*

YOUR Lordship's telegram of 30th June and my telegram of same date.

Navigation of Tigris. At my desire, Sir A. Sandison went to the Porte to-day. He saw Minister for Foreign Affairs, who said Government had business of too pressing a nature to bring matter before Council of Ministers yet. I now propose to write a note to the Porte, but it would come with a greater force if sent by your Lordship's orders. I think we must only claim permission to navigate Tigris as a privilege and not as a right, it having been granted by Vizierial letter, and not by Firman, as in the case of the Euphrates.

The Porte apparently takes umbrage at verbal communication I made on telegram to me from Consulate-General at Bagdad as to possible necessity of sending gun-boat to protect our mail-steamers, as mentioned in my despatch No. 216 of 10th April last, and approved by your Lordship's No. 141 of 24th April, to which reply was sent by the Porte in note inclosed in my despatch No. 249 of 23rd April. I have pointed out that that incident is closed, but that this precipitate action is discourteous and arbitrary, and that the Porte will be held responsible for consequences.

No. 28.

Messrs. Gray, Dawes, and Co. to Earl Granville.—(*Received July 3.*)

13, *Austin Friars, London, July 2, 1883.*

My Lord,

WE have the honour to inform you that a telegram just received from our firm at Busreh states that our chartered steamer "Hallamshire," being loaded and ready to proceed to sea, is prevented by the Customs authorities at the sea-port of Busreh from receiving cargo engaged by the English steamers plying between Busreh and Bagdad, which action will involve serious loss of freight and detention. The "Hallamshire" now only awaits transfer of cargo from the river steamer "Khalifah," engaged for her at Bagdad on through bill of lading.

Our agent's representation, through the Consul at Busreh, being of no avail, we have the honour to request that your Lordship will take immediate steps to enter the necessary protest through the Porte at Constantinople to secure the speedy loading and dispatch of the "Hallamshire."

The demurrage on this steamer will amount to 25*l.* per day, and we respectfully request Her Majesty's Representative at Constantinople may be instructed to have prompt and stringent orders dispatched to Busreh to prevent legitimate trade being thus arbitrarily interfered with.

We have, &c.
(Signed) GRAY, DAWES, AND Co.

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* Meaning the Turkish authorities prevent her discharging, when read in conjunction with previous telegrams.

No. 29.

Acting Consul-General Tweedie to Earl Granville.—(*Received July 3, 11·30 P.M.*)

(Telegraphic.) *Bagdad, July 3, 1883, 6·20 P.M.*

VALI writes that next steamer reaching junction of Tigris and Euphrates will be forcibly stopped.

As it is, his Excellency's proceedings are inflaming fanatical classes, and there is no saying what may happen if under this threat I stop mail-steamer, or failing that, she is stopped by Ottoman man-of-war. Latter would be less disquieting and [?]ing perhaps, because all would then look for our action in return.

I am still temporizing and conciliating, but fear to no purpose.

No. 30.

Mr. Wyndham to Earl Granville.—(*Received July 4, 8 A.M.*)

(Commercial.)
(Telegraphic.) *Therapia, July 3, 1883, 10·30 P.M.*

FOLLOWING telegrams received from Colonel Tweedie to-day:—

[See No. 29.]

Second telegram from Tweedie:—

"Have informed European colleagues of Vali's menace of yesterday. Russian Consul stands aloof. [French Consul?] considers that such proceeding might cause dangerous excitement, in which sense he readily undertook to communicate officially with his Excellency. This and letter going to his Excellency to-day from me may prove effective.

"Mail-steamer will leave [for?] Bussorah noon."

No. 31.

Mr. Wyndham to Earl Granville.—(*Received July 4, 8 A.M.*)

(Commercial.)
(Telegraphic.) *Therapia, July 3, 1883, 11 P.M.*

NAVIGATION of the Tigris.

With reference to my telegrams of 30th and to-day, Minister for Foreign Affairs promised First Dragoman to-day to bring before the Council of Ministers to-morrow request made by me to suspend execution of order sent to Vali of Bagdad pending discussion between Embassy and the Porte.

I shall endeavour to see Minister myself to-morrow before the Council.

(Sent to Bagdad.)

No. 32.

Mr. Lynch to Earl Granville.—(*Received July 4.*)

The Euphrates and Tigris Steam Navigation Company (Limited),
3, Salter's Hall Court, Cannon Street, July 4, 1883.

My Lord,

CONFIRMING my letter of the 2nd instant, I have now the honour to hand your Lordship copy of a further telegram just received from Bagdad, dated yesterday, informing us that the Vali Pasha has evidently ordered a Turkish gun-boat to fire on the "Khalifah," a British steamer laden with British cargo and carrying mails and passengers from Busreh, should she enter the Tigris on her way to Bagdad. Your Lordship is aware that Ghurnah is a position on the Tigris between Busreh and Bagdad.

It will also be seen from the same telegram that the British steamer "Mejidieh" has been forced to leave that place empty.

This makes it imperative to place this information immediately before your Lordship, and to ask what steps are being taken for our protection.

I have, &c.
(Signed) T. K. LYNCH, *Chairman.*

PUBLIC RECORD OFFICE, LONDON

No. 33.

Earl Granville to Mr. Wyndham.

Foreign Office, July 4, 1883, 1·25 P.M.

(Telegraphic.)

MESSRS. GRAY, DAWES state that their steamer "Hallamshire" is prevented by Turkish authorities at Busreh from loading cargo.

Inform Porte, and ask that immediate inquiry may be made and orders given to stop this interference with trade. Add that these proceedings are likely to lead to heavy claims for damages.

No. 34.

Lord E. Fitzmaurice to Messrs. Gray, Dawes, and Co.

Foreign Office, July 4, 1883.

Gentlemen,

I AM directed by Earl Granville to acknowledge the receipt of your letter of the 2nd instant, and to inform you, in reply, that his Lordship is in communication with Her Majesty's Chargé d'Affaires at Constantinople with respect to the interference by the local authorities at Busreh with the loading of your steamer, the "Hallamshire."

I am, &c.

(Signed) EDMOND FITZMAURICE.

No. 35.

Mr. Wyndham to Earl Granville.—(Received July 5.)

(No. 162. Commercial.)

Therapia, June 27, 1883.

My Lord,

WITH reference to my despatch No. 147 of the 15th instant, and to your Lordship's despatch No. 83, Commercial, of the 18th instant, I have the honour to transmit herewith, for your Lordship's information, copies of the following documents respecting the question which has arisen with regard to Messrs. Lynch and Co.'s new steamer, the "Mejidieh."

1. A *note verbale* from Her Majesty's Embassy to the Porte, dated the 12th January, 1883, announcing that Messrs. Lynch were bringing out a new steamer to replace an old one, and requesting that no impediment be raised to her being put together and employed in lieu of the "Blosse Lynch."

2. A Report from M. Marinich to me on the subject, from which I inferred that favourable instructions had been sent to the Vali of Bagdad by the Grand Vizier.

3. Copy of a *note verbale*, dated the 20th March, in which the Porte takes exception to Messrs. Lynch's new steamer.

4. Copy of a *note verbale*, dated the 25th April, from Her Majesty's Embassy, pointing out that the information received by the Porte is not quite correct.

5. Copy of a despatch, with its inclosure, from Colonel Tweedie, reporting a conversation with the Vali, in which possible difficulties as to the new steamer are foreshadowed.

6. Copy of a further despatch from Colonel Tweedie, inclosing correspondence with the Vali (Inclosures Nos. 7 and 8) as to his Excellency's intentions of preventing the new steamer from running on the Tigris, in pursuance of orders from the Minister of the Interior.

9. *Note verbale*, dated the 28th instant, from Her Majesty's Embassy, pointing out that the steamer "Mejidieh" is not, as represented, larger than the "Blosse Lynch," but, on the contrary, of less tonnage, and requesting that orders may be sent to discontinue any opposition to her continuing her trips.

On the 15th June, after I had addressed to your Lordship my above-mentioned despatch No. 147, Commercial, I received a telegram from Colonel Tweedie, stating that the Vali had been instructed by the Minister of the Interior to prohibit Messrs. Lynch's steamer running on the Tigris, as the privilege only applied to the Euphrates. I at once requested Sir A. Sandison to go to the Porte and make a representation on the subject, and request it to be so good as to instruct the Vali of Bagdad not to take precipitate action with regard to prohibiting the navigation of the Tigris by Messrs. Lynch's steamer

pending the discussion of the case between the Imperial Government and Her Majesty's Embassy; and I telegraphed to this effect to Colonel Tweedie on the 20th instant, begging him to inform the Vali of the request I had addressed to the Porte.

On the 21st instant I waited upon the Minister for Foreign Affairs, and I pointed out to his Highness that, although the Firmans only referred to the River Euphrates, Messrs. Lynch's boats had received permission by Vizierial letters to navigate the Tigris; that the new steamer was smaller, as I had explained in my note, than the one which was to be laid up; and that there was no idea on the part of Messrs. Lynch of infringing the Rules laid down by the Imperial Government, and with which they had hitherto complied by not running steamers in excess of the number allowed; and I begged his Highness to move the Minister of the Interior to be so good as to instruct the Vali of Bagdad not to interfere with an arrangement which had continued for many years, and which, I said, if suddenly interfered with, would produce an impression upon Her Majesty's Government, the contrary of which, I felt sure, the Porte would wish.

Aarifi Pasha said the Government was under the belief that four steamers instead of two were to be employed, and that such a number would seriously interfere with the navigation of the rivers in question, as carried on by natives; but he promised me to speak to Edhem Pasha on the subject, and in the sense I had indicated.

I inclose a copy of a Memorandum which Sir Alfred Sandison gave, by my desire, to Aarifi Pasha, and which, I believe, explains correctly the nature of the Vizirial letters referring to the navigation of the Tigris.

I have, &c.

(Signed) HUGH WYNDHAM.

Inclosure 1 in No. 35.

Note Verbale.

HER Majesty's Embassy has been informed that Messrs. Lynch and Co. are bringing out a new river steamer in pieces to be put together at Bussorah.

The firm in question have no intention of running an additional steamer, the new one being merely meant to replace one of those now in use, which is to be laid up at Bussorah as unfit for service. Her Majesty's Embassy would, therefore, feel much obliged if the Sublime Porte would kindly send such instructions to the local authorities at Bussorah as will prevent the possibility of any difficulty being raised with regard to the putting together of the new vessel, and to its employment for trading purposes.

(Signed) HUGH WYNDHAM.

Constantinople, January 12, 1883.

Inclosure 2 in No. 35.

Mr. Marinich to Mr. Wyndham.

Pera, February 19, 1883.

Sir,

AS you are aware, Her Majesty's Embassy has addressed a *note verbale* to the Sublime Porte on the 12th January last, stating that Messrs. Lynch and Co. were bringing a new steamer to replace the old one, and asking the Porte to give instructions for avoiding difficulties at Busreh. I have the honour to inform you that the note above mentioned was referred by Aarify Pasha to the Grand Vizier's consideration, and that his Highness gave the necessary instructions to the Vali of Bagdad in a letter addressed to him on the 4th Rebi-ul-Akhir, 1300 (12th instant).

(Signed) MARINICH.

Inclosure 3 in No. 35.

Note Verbale.

LE Ministère des Affaires Étrangères a eu l'honneur de recevoir la note verbale que l'Ambassade de Sa Majesté Britannique a bien voulu lui adresser le 12 Janvier dernier, relativement au montage à Bussorah d'un nouveau steamer fluvial destiné à remplacer l'un des deux bateaux qui font actuellement le service sur l'Euphrate. D'après les informations que la Sublime Porte a fait recueillir sur les lieux l'entreprise de MM. Lynch

et Cie. a dépassé et tend à dépasser de plus en plus les limites déterminées par les lettres Vizirielles qui leur avait accordé l'autorisation d'établir le dit service. En effet, il y a quelque temps leurs deux premiers bateaux ayant péri ils furent remplacés par des bâtiments deux fois plus volumineux. Le nouveau steamer qu'il s'agit de remonter est encore plus grand.

En présence de ce fait, et considérant que les deux bâtiments qui existe actuellement sur l'Euphrate sont encore neufs, et en très bon état, la Sublime Porte regrette de ne pouvoir autoriser le montage et le lancement du steamer dont il s'agit.

Le Ministère Impérial prie l'Ambassade de Sa Majesté Britannique de vouloir bien en faire part à MM. Lynch et Cie., tout en les invitant à accorder les proportions de leur entreprise avec les termes des lettres Vizirielles susmentionnées.

Sublime Porte, le 20 *Mars*, 1883.

Inclosure 4 in No. 35.

Note Verbale.

L'AMBASSADE de Sa Majesté Britannique a reçu la note verbale responsive que le Ministère Impérial de Affaires Etrangères lui a fait l'honneur de lui adresser en date du 20 écoulé, disant que la Sublime Porte regrettait de ne pouvoir autoriser le montage et le lancement à Bussorah d'un nouveau steamer fluvial destiné à remplacer l'un des deux bateaux qui font actuellement le service sur l'Euphrate.

En réponse l'Ambassade de Sa Majesté Britannique se permet de faire remarquer que les renseignements obtenus par la Sublime Porte touchant l'entreprise de la Compagnie Lynch ne sont pas tout à fait corrects.

Comme la Sublime Porte ne l'ignore pas, c'est en vertu d'un Firman Impérial accordé en 1257 et non pas par des lettres Vizirielles, que la Compagnie Lynch a obtenu l'autorisation d'établir le dit service. Ce Firman constate qu'en vue de faciliter le commerce, la dite Compagnie est autorisée à se servir de deux steamers dont les dimensions ne sont pas fixées. Or, en admettant même que MM. Lynch aient remplacé les bateaux qui ont péri par des bateaux plus grands, on ne saurait les accuser d'avoir enfreint le Firman, du moment qu'ils n'en ont pas augmenté le nombre.

L'Ambassade de Sa Majesté Britannique croit que, loin de se prévaloir de cette exception, si elle était fondée, la Sublime Porte devrait au contraire exprimer sa satisfaction de voir que les relations commerciales à Bagdad ont depuis la date du Firman pris un développement tel que la Compagnie s'est vue obligée, pour répondre aux nécessités du service, d'agrandir ses bateaux.

Quant à la considération mise en avant que les deux bâtiments, qui existent actuellement sur l'Euphrate, sont encore neufs et en très bon état, l'Ambassade de Sa Majesté se permet de faire remarquer que la Compagnie Lynch est le meilleur juge pour déterminer si ses steamers doivent être remplacés ou non. Au reste, il est à peine nécessaire de dire qu'une Compagnie qui prend soin de ses intérêts ne voudrait jamais encourir des déponses considérables, si ces frais étaient inutiles.

En présence de ces circonstances l'Ambassade de Sa Majesté Britannique se plaît à croire que la Sublime Porte n'hésitera plus à transmettre les ordres voulus pour que la Compagnie Lynch soit autorisée à monter et à lancer le steamer dont il s'agit.

Constantinople, le 25 *Avril*, 1883.

Inclosure 5 in No. 35.

Acting Consul-General Tweedie to Mr. Wyndham.

Bagdad, May 7, 1883.

Sir,

I HAVE the honour in connection with subject last regularly referred to in this Office letter dated 23rd March last (navigation of Tigris and Euphrates) to submit, for your information, inclosed extract from my "Diary of Political and General Intelligence" for current week.

I have, &c.

(Signed) W. TWEEDIE, *Lieutenant-Colonel.*

Inclosure 6 in No. 35.

Extract from Acting Consul-General Tweedie's Diary of General and Political Intelligence for the Week ending May 12, 1883.

May 6.—Mails from Bombay came in to-day.

Steamer carrying mails from Bombay was a new one of 350 tons, drawing 5 feet of water, named the "Mejidieh." This was her first trip. The Tigris and Euphrates Steam Navigation Company (Messrs. Lynch and Co.) has just brought her out from England in pieces, had her put together in their yard at Busreh by the mechanical engineer on their permanent Bagdad staff, and launched to take the place of their steamer of 250 tons, drawing 5 feet of water, the "Blosse Lynch," which is so liberally fitted up for the accommodation of passengers as to have less room than is thought desirable for the stowage of cargo.

The "Mejidieh" has done her first trip in eighty hours, including stoppages.

Subjoined reference to correspondence indicates so far existing conditions between Ottoman Government and our own as to maintenance of these vessels on Tigris: April 8, 1881, and June 22, 1881, to the Government of India.

It has of course been explained to the local authorities of the Pashalik that this new steamer is not a third one placed by the British Commercial Company on the river, but a substitute for one of the two already plying, and that the replaced steamer "Blosse Lynch" will now be laid up in Busreh. These explanations have so far obviated friction as to prevent any steps being taken here or communication made to this Consulate, with the object of an embargo being put on Messrs. Lynch and Co.'s proceedings. At the same time, the sentiments of the Ottoman authorities have not failed to show themselves in connection with this matter, and his Excellency the Vali, in the course of a friendly visit paid by him to me to-day, gave me to understand that he had made representations to his Government against this extension of Messrs. Lynch and Co.'s commercial enterprise being permitted to pass unchallenged. In the first place, the class to which his Excellency belongs would willingly see every Concession made by his Government to ours in the days when our active support, both for offensive or defensive purposes, was relied on, either cancelled altogether or greatly cut down. Again, it is considered that every passenger and every bale of merchandise carried from Bagdad to Busreh by English steamers is so much lost in freight to the Treasury of the vilayet. And, lastly, there is the necessity which is imposed on the Local Government of keeping the tribes tranquil along the banks of the river; or failing that, of supplying, as at present, an escort of soldiers for the protection of British steamers passing up and down. To these and other views his Excellency referred to-day in a numerous and genial, yet sarcastic enough, vein, during a visit which he was good-natured enough to prolong to a couple of hours. He is one of the very oldest of the old school of Eastern administrators, and everything he says is well worthy of being weighed.

Inclosure 7 in No. 35.

Acting Consul-General Tweedie to Mr. Wyndham.

Bagdad, May 25, 1883.

Sir,

IN continuation of my despatch dated the 7th instant, referring to Messrs. Lynch and Co.'s new steamer, the "Mejidieh," I have the honour to submit translation of a letter, dated the 20th idem, from his Excellency the Vali.

The day after its receipt I called upon the Vali, and talked the subject of it well over with him. His Excellency was then good enough to say that if I would ascertain from Messrs. Lynch and Co.'s manager what the carrying capacity of the new vessel really was, and inform him, he would offer no objections to its continuing to ply pending further reference by him, through the post, to Constantinople.

Having received to-day a full reply from the manager to the reference to him which this necessitated, I am transmitting it for your Excellency's information, inclosed in a brief reply to his Excellency's above-quoted despatch.*

It remains to be seen whether his Excellency, notwithstanding all that has thus been done to reassure him, and place the facts before him in their proper light, will again address the Minister of the Interior with the view of his being authorized to order the new steamer off the Tigris.

* See Inclosure 9 in No. 35.

My object in now bringing the subject before you is that, should such be the course pursued by his Excellency, you may be in a position, if thought right, to make timely representations to the Sublime Porte for the purpose of preventing what I respectfully and deferentially think would be an obstructive and unfriendly, as well as uncalled for, act.

I have, &c.
(Signed) W. TWEEDIE, *Lieutenant-Colonel.*

Inclosure 8 in No. 35.

The Vali of Bagdad to Acting Consul-General Tweedie.

May 20, 1883.

(Translation in abstract.)

I HAVE had the honour of receiving a telegram from the Minister of the Interior to the effect that, although Messrs. Lynch and Co. are permitted to run two steamers by turn, and on disusing one to replace it by another, this is conditional on the latter never being a larger vessel than the former, and on the Company's not increasing the number of their steamers.

Inquiry shows that, although the Company's new steamer "Mejidieh" is of the same length as (her predecessor) the "Blosse Lynch," she is 12 feet broader, a fact which makes it a contravention of the orders of my Government to use her.

Instructions have therefore been issued to the proper authorities to give her no room in which to work, and, under all circumstances, to prevent her being used; and I have accordingly to request that you will convey to the Company the necessary instructions.

Inclosure 9 in No. 35.

Acting Consul-General Tweedie to the Vali of Bagdad.

May 25, 1883.

I HAVE had the honour of receiving your Excellency's despatch of the 21st instant, and, in conformity with the wishes expressed by your Excellency orally the other day, inclose full particulars and explanations, as given by Messrs. Lynch and Co., in their letter of to-day's date, regarding their new steamer.

I confidently hope that when your Excellency has perused the letter in question, and weighed all the circumstances, you will arrive at the conclusion that no encroachment has in point of fact been made, and will see your way, therefore, to address your high Government such representations on this subject as will procure for Messrs. Lynch and Co.'s new steamer the same favour and protection as was enjoyed by its predecessor.

Inclosure 10 in No. 35.

Messrs. Lynch and Co. to Acting Consul-General Tweedie.

May 25, 1883.

WE have the honour to acknowledge receipt of your letter of the 21st instant, inclosing translation of a letter to you from his Excellency the Vali of the Pashalic, dated the 20th instant, on the subject of our new steamer "Mejidieh."

To enable his Excellency's Government to compare the information which has reached it indirectly as to the calibre of this steamer with the actual facts, we subjoin a Table comparing the "Mejidieh" with the "Blosse Lynch":—

	Length.	Breadth.	Tonnage.
	Feet.	Feet.	
"Blosse Lynch"	220	20	383
"Mejidieh"	215	35	373

And we are quite agreeable, as a matter of friendship, to allow anybody that his Excellency wishes to inspect both vessels for the verification of these measurements.

It thus appears (1) that the new steamer is only 6 feet, not 12 feet, broader than the old one; (2) that her length is 5 feet less; and (3) that her tonnage, instead of being more, is actually 10 tons less, the object in view in building a vessel of the "Mejidieh" dimensions having been more a lighter draught of water than increased tonnage.

Should his Excellency the Governor-General wish it, we are quite willing to submit the official registers of both vessels for his inspection, or his Excellency can easily ascertain the facts for himself by a telegram direct to Lloyd's.

With regard to the actual carrying capacity of the ship, upon which point you informed us you promised his Excellency some information, we regret to say that, owing to the scarcity of cargo, we have had no opportunity of testing the vessel yet; but as she is built upon an improved model, we have no doubt that it will somewhat exceed that of the "Blosse Lynch."

To show that the Company would have been justified, however, in replacing the "Blosse Lynch" by a steamer of larger dimensions if they wished to do so, we beg to call your attention to a Vizirial letter, dated the 31st March, 1875, addressed by his Excellency Safvet Pasha to Sir Henry Elliot, then Her Britannic Majesty's Ambassador at Constantinople, in which permission is given to us to replace either of our vessels, the only condition stipulated being that the number should not be increased, and it was upon this authority that the "Blosse Lynch" replaced the "Dijleh," and the "Khalifah" the "City of London," in both which instances the newer vessels were considerably larger than their predecessors.

We may further mention that the "Mejidieh" was built with the full cognizance of the Turkish authorities, as we had the honour of receiving frequent visits at the building yard at Maaghil from his Excellency the Mutessarif of Busreh, and the vessel was also inspected by his Excellency the Commodore of Busreh, his Excellency the Mushir Pasha of Bagdad, and others, so that her dimensions could not have been unknown to his Excellency the Governor-General, and if there was any objection to the vessel, we think we had a right to expect notice of it before she took the place of the "Blosse Lynch," which vessel is now laid up at Busreh with her stores all out of her and her engines disabled, the preparation of which, and the placing of the vessel in working order again, would necessitate much delay and expense.

Inclosure 11 in No. 35.

Mr. Wyndham to Aarifi Pasha.

Therapia, June 20, 1883.

HER Majesty's Embassy has the honour to inform the Sublime Porte, with reference to previous correspondence on the subject, that it has been at some pains to procure for the Sublime Porte the most detailed information in its power respecting the new steamer with which Messrs. Lynch and Co. have replaced one of the two vessels which the Imperial Ottoman Government have permitted them to navigate on the Euphrates and Tigris.

The objections which the Sublime Porte raised to the employment of the new steamer the "Mejidieh" were, it seems, based chiefly on a report that its dimensions exceeded those of the "Blosse Lynch," which Messrs. Lynch have actually placed out of service.

The following statement will show clearly the relative dimensions of the two vessels:—

	Length.	Breadth.	Tonnage.
	Feet.	Feet.	
"Mejidieh"	215	35	373
"Blosse Lynch"	225	20	383

It will be seen that the length and tonnage of the new steamer are less than those of the old steamer, while the slight increase in the breadth is owing to the desire to obtain a smaller draught of water.

As there is no desire on the part of the agents of Messrs. Lynch and Co. to infringe the Regulations which govern the navigation of their vessels, and which have, as Her Majesty's Embassy feel sure the Porte will most readily recognize, been most scrupulously observed, they will be perfectly ready to submit their vessel for inspection to any

authorities which the Government may think fit to appoint for the purpose of verifying the measurements.

The restriction as regards the number of the vessels permitted to be employed is being faithfully recognized, and no advantage is being taken of the latitude allowed by the Vizirial letter of the 31st March, 1875. As regards the size of the vessels, Messrs. Lynch are solely actuated by a desire to render their service efficient and satisfactory within the limits prescribed, and Her Majesty's Embassy feel confident that, with the information which it is now enabled to furnish, the Sublime Porte will see that no difficulties are placed in the way of the "Mejidieh" continuing its trips.

(Signed) HUGH WYNDHAM.

Inclosure 12 in No. 35.

Pro-memorià to the Porte.

IL ressort des renseignements reçus du Consulat-Général de Sa Majesté Britannique à Bagdad que le Vali, en conformité des ordres transmis par la Sublime Porte, aurait l'intention d'interdire à la Compagnie Lynch la navigation du Tigre.

Or, les deux bateaux à vapeur appartenant à la dite Compagnie furent employés sur cette rivière depuis vingt-cinq à trente ans sans qu'il leur ait été opposé aucune objection ou difficulté de la part du Gouvernement Impérial jusqu'à ce jour.

Il résulte de cette situation que le droit de la Compagnie Lynch de naviguer cette rivière a été non seulement consacré par le temps mais aussi qu'il a été pleinement établi et reconnu en vertu de deux lettres Vizirielles adressées au Vali de Bagdad en date du 3 Rejeb, 1277, et du 15 Novembre, 1873.

June 22, 1883.

No. 36.

Mr. Mackinnon to Earl Granville.—(*Received July* 5.)

British India Steam Navigation Company (Limited), Glasgow, July 4, 1883.

My Lord,

I BEG to bring to your Lordship's knowledge that I am informed by telegraph that the Turkish Government has stopped the steamers of the Euphrates and Tigris Steam Navigation Company from running between Bussorah and Bagdad, and that in consequence passengers and goods *en route* from all parts of the East, and from Europe, by the steamers of the British India Company, will not be able to be carried forward.

For upwards of twenty years there has been an interchange of traffic between the steamers of the British India Steam Navigation Company and Euphrates and Tigris Steam Navigation Company at Bussorah, by which means Bagdad has been brought into direct communication with all parts of India and also Europe, and great loss and inconvenience will be occasioned to many British subjects by this at present incomprehensible action of the Turkish Government in stopping a means of communication which has been productive only of good to all concerned.

This Company in particular will suffer, inasmuch as it is under contract with the Government of India to run steamers weekly between Bombay and Bussorah, and the trade of the latter port being almost entirely dependent upon Bagdad, the stoppage of communication with that important place will injuriously affect the revenue of this Company's steamers employed upon that particular service.

Trusting that your Lordship will give this important matter your early and serious consideration, I have, &c.

(Signed) W. MACKINNON, *Chairman.*

Inclosure in No. 36.

Telegram, dated Bagdad, July 3, 1883.

THE Vali has intimated that a Turkish gun-boat will prevent "Khalifah" entering the Tigris at Ghurnah. She leaves Busreh at noon to-morrow, Wednesday.

"Mejidieh" leaves here on Friday, empty.

No. 37.

Memorandum left by Sir Lewis Pelly, July 5, 1883.

THAT before and since the Sublime Porte held authority over the rivers Tigris and Euphrates, British vessels have been free to navigate these waters.

2. That in 1832 Colonel Taylor, then appointed our Political Agent at Bagdad, ascended the Tigris in a British vessel, flying the British flag, and that from that period until now successive British Political Agents have had Government steamers on the Tigris uninterruptedly carrying the British flag.

3. During the earlier portion of the same period British subjects (Hector and Co., Galliston and Kotchick, afterwards British Vice-Consul) owned vessels on the Tigris, and plied commercially between Bussorah and Bagdad under the British flag.

4. That in 1834 the Sublime Porte granted a special Firman, at the request of the British Government, for the protection of two steamers under the British flag on the River Euphrates, "qui coule à peu de distance de Baghdad pour faciliter le commerce," and that accordingly the late the Honourable East India Company established two steamers, named respectively the "Tigris" and the "Euphrates," of which the former was lost in 1836.

5. That in 1838 three steamers belonging to the Honourable the East India Company were put together at Bussorah, and continued, uninterruptedly and unquestioned, to navigate the Tigris to and from Bagdad until the transference of the Company's Government to the Crown.

6. That up to the year 1846 vessels under the British flag navigated the waters of the Euphrates and Tigris, exempt from all dues, and that in that year a Vizierial letter to the Turkish authorities at Bagdad, dated the 2nd April, 1846, instructed his Excellency that in communication with the British Embassy at Constantinople, His Imperial Majesty had ordered that British vessels engaged in the "commerce intérieur sur le Tigre et l'Euphrate," should pay dues on an equality with Ottoman subjects.

7. That at the close of the year 1860 the British Embassy at Constantinople communicated with the Sublime Porte for the purpose of obtaining a "renewal" of the orders permitting two British steamers to run on the Tigris and Euphrates for the facilitation of trade. And that accordingly, under date the 15th January, 1861, a Vizierial letter was addressed by the Central Government at Constantinople to their Governor-General at Bagdad, which ran as follows:—

"*To the Governor-General of Bagdad, &c.*

(Translation.)

"The British Embassy having recently made certain communications for the purpose of obtaining a renewal of the orders which were sent concerning the British steamers and boats authorized by Her Majesty to ply on the rivers Tigris and Euphrates, it has appeared from the register that permission having on a former occasion been applied for by it to station two steamers on the River Euphrates at Bagdad, and to run them by turns for the purpose of facilitating trade, two Firmans, dated respectively the end of Shaban, 1250 (1834), and the beginning of Redgeb, 1257 (1842), were addressed to the late Governor-General of Bagdad, Ali Riza Pasha, authorizing the permanent station of two steamers on that river, providing it were proved and established that the advantages resulting therefrom would be mutual, and that no sort of inconvenience would ensue therefrom. Further, that in virtue of a report received respecting the dues payable by vessels and boats navigating the Euphrates and Tigris, and in conformity with the request of the British Embassy for Vizirial instructions, on the ground that British merchant-vessels might trade in those two rivers after payment of the fixed dues according to Treaty; and considering that the transport of goods from one point on those two rivers to another, without going out to sea, is in fact internal trade, and that under such circumstances vessels, under whatsoever flag it may be, must pay the same dues as Ottoman vessels or boats, and that British vessels, whether coming loaded from abroad and entering one of those two rivers with their cargoes, or issuing therefrom to the sea laden with Ottoman produce, and bound for foreign countries, after having paid the dues payable on their cargo, according to the Treaty and Tariff, are only liable to the payment of 'palamar aktchesi' (*i.e.*, right of mooring), or cable money on entering or leaving the Tigris or Euphrates like all other foreign ships coming to other parts of the Ottoman Empire. For these reasons on the 6th Rebiul-Akhir, 1262 (1846), instructions were sent to Bagdad directing, as above, that the same dues should be levied on British merchant-vessels engaged in interal trade as on boats belonging to Ottoman

subjects, and that after the Custom-house duties payable on their cargoes shall have been levied on merchant-ships of the same nation, either coming from abroad or going abroad, a sum of 5 piastres cable money should be levied, and that nothing over and above that should be exacted.

"You will be so good as to act according to the above rules. (Sealed) "MEHEMED.

"3 *Regeb*, 1277 (*January* 15, 1861)."

Thus expressly acknowledging that the Firman of 1834, and another Firman of 1842, had authorized the permanent stationing of two steamers at Bagdad to run alternately for the purposes of trade, and that British vessels entering or leaving the Tigris or Euphrates should pay certain specified dues.

8. That during 1861 a British Trading Company, calling itself the "Euphrates and Tigris Steam Navigation Company," was formed, and from that time to the present has not only enjoyed continuously and unquestioned the rights of innocent navigation on the Tigris and Euphrates, but they have been, and still are, receiving a subsidy from Her Majesty's Indian Government for the conveyance of the mails between the sea-port town of Busreh and the provincial capital of Bagdad.

9. That within the twenty-two years during which the British Steam Company has existed frequent communications have passed between the British and Turkish Representatives concerning their steamers, and that from time to time, as steamers have been lost or become unfit for work, other steamers have been sent out from England, have been put together at Bussorah, and have taken up the work on the River Tigris, with the full knowledge and concurrence of the Turkish Government.

10. Further, that during this same period depôts have been established by this British Company at convenient points along the Rivers Tigris and Euphrates; that complete establishments for working the mail, passenger, and cargo services have been organized; and that the organization and large expenditure of the Company have been of indisputable benefit to the commerce of the country, for the saving of human life during periods of famine, and for the protection of a large number of British-Indian subjects visiting Bagdad and the shrines at Kerbela and Kathemain.

11. That under all the foregoing circumstances, not to mention others of a more detailed but equally favourable character, and which are doubtless recorded in Her Majesty's Foreign Office, the Directors of the Tigris and Euphrates Company feel confident that the British Government will not assent to their being suddenly and arbitrarily expelled their line of trade, in which large sums have been expended, and toward the promotion of which numerous British subjects have subscribed in full reliance upon the assurances of the British and Turkish Governments, and in full reliance further on their own prescriptive rights, based on almost immemorial usage, and other circumstances which give to an original concession the force of law.

12. Copies of translations of the Firmans and Vizirial letters referred to above are appended.

No. 38.

Sir L. Mallet to Lord E. Fitzmaurice.—(*Received July* 5.)

India Office, July 5, 1883.

Sir,

IN continuation of my letter of the 27th ultimo, I am directed by the Earl of Kimberley to forward herewith, to be laid before Her Majesty's Secretary of State for Foreign Affairs, copy of a further telegram from the Viceroy of India relative to interference on the part of the Turkish authorities at Bagdad with the movements of British mail-steamers on the Tigris.

I have, &c.
(Signed) LOUIS MALLET.

Inclosure in No. 38.

The Viceroy of India to the Earl of Kimberley.

Simla, July 3, 1883.

(Telegraphic.)

RESIDENT, Bagdad, telegraphs Vali threatens to forcibly stop mail-steamer at junction (of) Tigris-Euphrates unless Resident does so. We have sent following reply:—

"Your cypher 3rd. Take orders from Home Government through Ambassador. Subject thereto, following course seems proper:—If Vali persists, decline to stop steamer but instruct commander to stop under protest if forced."

No. 39.

Mr. Wyndham to Earl Granville.—(*Received July* 5, 6·30 P.M.)

Therapia, July 5, 1883, 2 P.M.

(Telegraphic.)

NAVIGATION of the Tigris.

I saw Minister for Foreign Affairs yesterday morning, and begged him to submit matter to Council of Ministers in the afternoon, and to urge that an order be sent by telegraph to Bagdad at once to prevent any interference with Lynch's steamer. I said that I had instructed Consul-General at Bagdad to be conciliatory in his attitude, and that I thought that the question should be contested [?] and discussed in a calm and friendly manner, but I pointed out officially [?] that this proceeding would raise a serious question, and that the Porte would be held responsible for the results.

I have heard this morning from Minister for Foreign Affairs that Council can take no decision until it has examined Vizirial letters.

I am making further representations to-day, also with reference to your telegram of yesterday.

This interference with trade in rivers in Mesopotamia must be taken, I think, in connection with Porte's desire to stop coasting trade, as set forth in its note of the 28th ultimo, inclosed in my No. 167, Commercial, of the 29th ultimo.

No. 40.

Earl Granville to Musurus Pasha.

Foreign Office, July 5, 1883.

M. l'Ambassadeur,

HER Majesty's Government have received information by telegram of the sudden stoppage of the navigation of the River Tigris by British shipping, including the regular mail and passenger steamers, and they are at a loss to account for a measure so arbitrary and unfriendly, and which is, at the present time, occasioning most serious inconvenience and prejudice to British subjects and British interests.

Your Excellency is no doubt aware that British vessels have enjoyed the privilege of navigating the Tigris for many years. In 1846 Sir Stratford Canning, then Her Majesty's Ambassador at Constantinople, concluded an arrangement with the Porte which is recorded in a despatch from the Grand Vizier to the Pasha of Bagdad, dated the 2nd April of that year.

This document states that the British Ambassador, having represented that British vessels are entitled to trade in the Rivers Euphrates and Tigris on payment of the duties established by Treaty, the question had been referred to the Finance Minister, whose Report thereon was approved by His Imperial Majesty the Sultan; and the despatch proceeds to direct the Pasha of Bagdad to levy, of British trading vessels, "qui, comme il a été dit plus haut, seront désormais occupés a faire le commerce intérieur sur les deux fleuves susdits," the same duties as on Turkish vessels similarly engaged.

These instructions are referred to and confirmed in another despatch, addressed on the 15th January, 1861, by the Grand Vizier to the Governor-General of Bagdad, in which, after referring to certain Firmans granted in 1834 and 1841 for the navigation of the Euphrates by two steamers for the purposes of trade, and to the representations of the British Ambassador in 1846, which led to the arrangement of that year above referred to, the Grand Vizier proceeds to confirm that arrangement, and to direct the Governor-General to act in accordance therewith.

This last-mentioned despatch was addressed to him in consequence of obstacles which he had put in the way of the navigation, and such was the reluctance of the Bagdad authorities to carry out their orders, that it became necessary to issue a third Vizirial despatch to the Vali. This despatch, which is dated the 2nd July, 1862, repeated the directions already given to his Excellency to throw no obstacles in the way of British steamers navigating the Euphrates and Tigris. Notwithstanding occasional difficulties with the local authorities, the navigation of those rivers by British steamers was allowed to proceed. Regular mail and passenger communication has been established between Bagdad and the Indian and European ports, and large capital has been invested by British subjects on the strength of the arrangements above referred to, and established under the highest sanction.

I have the honour to inclose, for convenience of reference, copies of the Vizirial letters of 1846 and 1861.

It is hardly necessary for me to dilate upon the effects and consequences of the sudden and inexplicable action of the Bagdad authorities. According to the latest intelligence, the Vali has signified his intention of using force to prevent the British steamer "Khalifah" entering the Tigris on her usual voyage to Bagdad with mails, passengers, and cargo; and I lose no time in earnestly requesting your Excellency to represent at once by telegram to your Government the prejudice to British commercial interests already occasioned by the action of the Vali of Bagdad, the danger of further complications, and the hope of Her Majesty's Government that the Porte will at once re-establish the facilities hitherto granted by the Sultan to British shipping on the Tigris pending the friendly discussion of the question between the two Governments and the elucidation of the causes which have brought about so extraordinary and unforeseen an incident.

I have, &c.
(Signed) GRANVILLE.

No. 41.

Acting Consul-General Tweedie to Earl Granville.—(Received July 6, 4 P.M.)

Bagdad, July 6, 1883, 11·20 A.M.

(Telegraphic.)
LYNCH'S steamer left Bagdad for Bussorah this morning carrying mail on board; Vali having posted six soldiers on board yesterday to prevent her taking cargo, thereby causing no small risk of quarrels arising.

Police followed her some way down the river on her voyage out. Ottoman steamer laden with cargo left immediately after her.

When the sister steam-packet reaches Bagdad from Bussorah, no doubt course of annoyances will be begun afresh.

No. 42.

Mr. Wyndham to Earl Granville.—(Received July 6, 11 P.M.)

Therapia, July 6, 1883, 7 P.M.

(Commercial.)
(Telegraphic.)
HER Majesty's Consul at Bagdad informs me by telegram, dated yesterday, that Turkish soldiers have been placed on board mail-steamer at Bagdad, without reference to him, to stop cargo and passengers before she leaves for Bussorah.

I am advised by Her Majesty's Consul-General and Judge here that this proceeding is quite illegal; but as it is of a grave nature, I think it best to refer to your Lordship for orders before taking action.

I have informed Consul-General at Bagdad that I have done so.

No. 43.

Earl Granville to Mr. Wyndham.

Foreign Office, July 6, 1883, 6·10 P.M.

(Commercial.)
(Telegraphic.)
I HAVE addressed to Musurus Pasha a remonstrance respecting the action of the Turkish authorities at Bagdad, and have requested him to represent at once by telegram

to the Porte the prejudice to British commercial interests already occasioned by the Vali, and the danger of further complications, and to ask that, pending friendly discussion between the two Governments, the trading facilities hitherto exercised may be continued.

No. 44.

Earl Granville to Mr. Wyndham.

(No. 105. Commercial.)
Sir,

Foreign Office, July 7, 1883.

WITH reference to my telegram of yesterday, I transmit herewith, for your information, and for your guidance as to language to hold on the subject, a copy of a note which I addressed to Musurus Pasha on the 5th instant, on the question of the navigation of the Tigris by British vessels.*

I am, &c.
(For Earl Granville),
(Signed) JULIAN PAUNCEFOTE.

No. 45.

Sir J. Pauncefote to Mr. Mackinnon.

Sir,

Foreign Office, July 7, 1883.

I AM directed by Earl Granville to acknowledge the receipt of your letter of the 4th instant; and I am to state, in reply, that the action of the Turkish authorities at Bagdad with respect to the steamers of the Tigris and Euphrates Steam Navigation Company is receiving the careful attention of Her Majesty's Government.

I am, &c.
(Signed) JULIAN PAUNCEFOTE.

No. 46.

Mr. Wyndham to Earl Granville.—(Received July 8, 9 A.M.)

(Commercial.)
(Telegraphic.)

Therapia, July 7, 1883, 11 P.M.

I HAVE to-day made further friendly representations to the Porte respecting navigation of Tigris, and have informed it of the telegram received this morning from your Lordship. I regret to say that my representations have till now had no satisfactory result.

(Confidential.)
I suspect that the Palace, which has for long been opposed to Lynch's barges, is actuating present policy.

No. 47.

Acting Consul-General Tweedie to Earl Granville.—(Received July 9.)

(No. 14.)
My Lord,

Bagdad, June 15, 1883.

I HAVE the honour, with reference to subject of my cypher telegram to your Lordship of to-day, most respectfully to submit translation of a letter, dated 13th instant, from his Excellency the Vali, intimating, in clause 1 of its last paragraph, apparently that his Excellency's Government has issued orders or taken steps for the prevention of Messrs. Lynch and Co.'s steamers plying any longer on the Tigris; and, in clause 2 of second paragraph, requesting me to cause the Company's representative here to desist from starting the steamers in future.

2. Mr. Consul-General Plowden's despatch, dated 28th March, 1881, to Her Britannic Majesty's Ambassador at Constantinople, enters so exhaustively into the

* No. 40.

general question with which this reference connects itself, that it is only necessary, as far as such general question or questions are concerned, to refer again to that despatch.

3. But there seems reason to apprehend that the Minister of the Interior, in dealing with this subject at the present time, has inadvertently fallen into error in regard to it; and I am, at all events, giving his Excellency the Vali to understand that it lies beyond my competency to issue orders for the interruption of existing arrangements in this matter, or take any steps in regard to it beyond submitting his communication for the consideration of superior authority.

4. For one thing, can the Minister of the Interior have had before him, when passing the orders now understood to have proceeded from him, the despatch addressed by his own Government, under date "le 31 Mars, 1875," to "son Excellence le Très Honorable Sir H. Elliot," in which the following paragraph occurs?—

"Conformément au désir exprimé par l'Ambassade de Sa Majesté Britannique, la Sublime Porte consent à ce que l'un des deux bateaux que MM. Lynch et Cie. emploient en vertu d'un Firman Impérial pour le service des passagers et des marchandises sur le Tigre soit provisoirement remplacé par un autre, sans que le nombre des navires autorisé par le susdit Firman puisse être augmenté."

5. But whether the present reference have originated in misapprehension or otherwise, I would deferentially observe that it scarcely admits of being regarded in the light of mere documents or records only. As a matter of fact, these steamers have passed freely up and down the Tigris for a quarter of a century. It is plainly essential to the interests of Great Britain in this part of the world that they, or others like them, shall continue to do so. And it may, therefore, be hoped that the Sublime Porte, supposing it really to have conceived the design indicated in the inclosed despatch, will willingly reconsider the matter when placed in possession of the necessary information and explanations.

I have, &c.

(Signed) W. TWEEDIE, *Lieutenant-Colonel.*

Inclosure in No. 47.

The Vali of Bagdad to Acting Consul-General Tweedie.

June 13, 1883.

(Translation.)

POSITIVE orders have been received from the Minister of the Interior to the effect that, as the permission to navigate enjoyed by Messrs. Lynch and Co.'s steamers has applicability only to the River Euphrates, and their plying on the Tigris is thus contrary to the conditions of the privilege in question, the navigation of the latter river by those steamers is altogether prohibited.

In accordance with the said orders, it is necessary that the steamers of the Company should be used on the Euphrates, and no steamer whatever be employed by the Company on the Tigris.

Notice has accordingly been issued to those concerned that attention may be paid to the enforcement of the above prohibition; and your exertions also are solicited for the communication of the necessary instructions to the said Company in an effective manner.

No. 48.

Question asked in the House of Commons, July 9, 1883.

Mr. Arthur Arnold,—To ask the Under-Secretary of State for Foreign Affairs, whether he is aware that two steamboats, the "Khalifeh" and the "Medjidieh," belonging to British owners, and carrying Her Majesty's Indian mails, have been prevented from loading or discharging cargo and passengers at Bagdad.

Answer.

I regret to say that the facts are substantially as stated by my honourable friend. The mails, however, were allowed to land and the foreign passengers, but no passengers were allowed to embark for the return journey.

No. 49.

Mr. Wyndham to Earl Granville.—(Received July 10.)

(Commercial.)
(Telegraphic.) *Therapia, July* 9, 1883.

I HAVE received following to-day from Colonel Tweedie, dated yesterday:—

"Steamer came in sunrise with mail, cargo, and a few passengers. Dragoman been employed all day seeking permission [for] passengers to land. Every police authority refused. Finally he interviewed Vali, who yielded, but declared that he would not allow it next time. Persian passengers still detained. Steamer forbidden to unload, and her return with mails to Bussorah, cargo undischarged, will throw heavy responsibility on Company in case of accident by the way, &c.

(This not repeated to London.)"

No. 50.

Mr. *to Earl Granville.—(Received July* 10.)

The Euphrates and Tigris Steam Navigation Company (Limited),
3, Salter's Hall Court, Cannon Street, July 9, 1883.

My Lord,

I HAVE the honour to inclose, for your Lordship's information, copies of two telegrams received from Bagdad this morning, dated 6th and 8th instant respectively, from which it appears that the Turkish authorities have now forcibly interrupted the ordinary business of the Company by placing soldiers on board the steamers to prevent the reception and discharge of passengers and cargo at Bagdad.

I have, &c.

(Signed) , *Secretary.*

Inclosure 1 in No. 50.

Telegram from Bagdad, dated July 6, 1883.

SENT long telegram on 2nd, but hear it is detained at Constantinople because it was written in a secret language. Cannot repeat, but that is rendered unnecessary by decided action by our local Turkish Government. Situation unchanged. Soldiers stationed on board ("Medjidieh") yesterday prohibited cargo and passengers going on board; she consequently left absolutely empty. No news of "Khalifah;" she will not be allowed to discharge on arrival. Great excitement prevails.

Inclosure 2 in No. 50.

Telegram from Bagdad, dated July 8, 1883.

"KHALIFAH" arrived at daylight to-day with Busreh cargo only on board, all communication with intermediate stations being prevented by armed soldiers. Even coaling at our depôts absolutely refused. Upon arrival here all communication with shore prevented, excepting by ship's complement in own boat. Passengers not allowed to leave, excepting British subjects, who were permitted to do so after protracted negotiations by Resident. No prospects of discharging. You can get further details from Foreign Office. Your telegram of 29th received.

No. 51.

Mr. Wyndham to Earl Granville.—(Received July 11, 4·10 P.M.)

(Commercial.)
(Telegraphic.) *Therapia, July* 11, 1883.

REPETITION of Colonel Tweedie's telegram of 10th July, 1883:—

"My telegram of 5th instant.

"Vali written denying has sent armed men on board steamer, but fact proved [?], and affidavits of English commander and others will be sent in support.

"In same letter His Excellency asserts right to send armed men all the same.
"Situation not improving."

No. 52.

Earl Granville to Mr. Wyndham.

Foreign Office, July 11, 1883, 4·45 P.M.

(Telegraphic.)

I HAVE communicated to Musurus Pasha the substance of your telegrams of the 6th and 9th instant, and, in protesting against these proceedings of the authorities at Bagdad, have asked him to convey this protest to the Porte, and to add that Her Majesty's Government reserve all rights as against the Porte for consequences.

Hold same language.

No. 53.

Earl Granville to Mr. Wyndham.

Foreign Office, July 11, 1883.

(No. 108. Commercial.)

Sir,

I TRANSMIT to you herewith a copy of a note which I addressed to Musurus Pasha on the receipt of your telegrams of the 6th and 9th instant.

I have requested you, by my telegram of to-day, to hold language to the same effect in protesting against this interference by the local authorities at Bagdad with the British steamers navigating the Tigris.

I am, &c.
(Signed) GRANVILLE.

No. 54.

Earl Granville to Musurus Pasha.

Foreign Office, July 11, 1883.

M. l'Ambassadeur,

WITH reference to my note of the 5th instant, I regret to have to inform your Excellency that Her Majesty's Government have learnt that the Vali of Bagdad has proceeded further in his interference with the British steamers navigating the Tigris.

It appears that on or about the 5th instant the Vali placed Turkish soldiers on board one of these steamers, then about to leave Bagdad for Bussorah, to prevent embarkation of cargo and passengers.

It appears that on the 8th instant, on the arrival of another steamer at Bagdad from Bussorah, the local authorities refused to allow the passengers to land, or cargo to be unloaded. In the end the Vali allowed some of the passengers to land, but not the Persian passengers on board, and stated that this permission would not be granted again. The cargo was not allowed to be unloaded, and it will probably be taken back to Bussorah at considerable risk.

I have to make to your Excellency the formal protest of Her Majesty's Government against these proceedings of the Ottoman authorities at Bagdad, and to beg that you will without delay communicate this protest to the Porte, and add that Her Majesty's Government reserve all rights as against the Porte for the consequences of these proceedings.

I have, &c.
(Signed) GRANVILLE.

No. 55.

Question asked in the House of Commons, July 12, 1883.

Mr. Arthur Arnold,—To ask the Under-Secretary of State for Foreign Affairs what steps Her Majesty's Government has taken to protect the interests of British and Asiatic commerce, in consequence of the hindrance which the Turkish Govern-

ment has placed upon legitimate exercise of the rights of the Euphrates and Tigris Steam Navigation Company at Bagdad:

And, whether Her Majesty's Government will maintain the rights of navigation on the Tigris and Euphrates granted by Firman in 1838, and exercised since that period.

Answer.

Her Majesty's Government have protested to the Turkish Ambassador in London, and through Her Majesty's Chargé d'Affaires at Constantinople, against the action of the Vali of Bagdad in forcibly stopping the traffic of the Company's steamers on the Tigris, and have reserved all rights against the Porte for the consequences.

They must await the answer of the Porte before anything can be decided as to what further steps it may be necessary to take.

The right to navigate the Tigris was not granted by any Firman, but has been exercised under an arrangement obtained by Sir Stratford Canning in 1846, and confirmed by Vizirial letters addressed to the Vali of Bagdad in 1846, 1861, and 1862.

No. 56.

Messrs. Gray, Dawes, and Co. to Earl Granville.—(Received July 12.)

13, *Austin Friars, London, July* 12, 1883.

My Lord,

WITH reference to our letter of 2nd instant, we beg to report that in the case of the "Hallamshire" the prohibition has been removed, and the steamer has proceeded on her homeward voyage.

We have, however, three large steamers now on the way to the Persian Gulf, chartered for the special purpose of bringing home Bagdad and Busreh cargo, and in event of the river steamers of the Euphrates and Tigris Steam Navigation Company not being allowed to transport this cargo, we shall have great difficulty, and undoubtedly experience considerable loss, in filling the above three steamers.

Under these circumstances, we trust your Lordship will see fit to insist upon permission being given for the river steamers to continue their operations, intimating further to the Porte that there will be claims for the losses we have already sustained.

We have, &c.
(Signed) GRAY, DAWES, AND Co.

No. 57.

Earl Granville to Mr. Wyndham.

Foreign Office, July 12, 1883.

(No. 110. Commercial.)

Sir,

I HAVE to acknowledge the receipt of your despatch No. 163, Commercial, of the 27th ultimo, inclosing copies of correspondence on the question of the navigation of the Tigris by British vessels.

With my despatch No. 94, Commercial, of the 28th ultimo, I forwarded a copy of a Memorandum by Mr. Consul-General Plowden, which contains a very complete statement of the circumstances of the case; and on the 7th instant I transmitted to you a copy of a note which I have addressed on the subject to Musurus Pasha.

I have further to observe that there seems to exist in some portion of the correspondence on this question misapprehension as to the exact nature of the claim preferred on behalf of the British interests concerned.

I have to call your special attention to the Vizirial letter of the 2nd April, 1846.

This document contains stipulations as to navigation generally. It embodies, in an order to the Pasha of Bagdad, an agreement then come to between the Porte and Sir Stratford Canning, Her Majesty's Ambassador at Constantinople. At that period the Turkish Government were desirous of promoting the welfare of the Asiatic provinces of the Sultan's dominions, and the Porte, in order to remove any doubt as to the right of British vessels to navigate the Tigris and Euphrates for purposes of trade, issued this Order, which recognizes the right of "les bâtiments Anglais" to ply on these rivers for

this purpose; and fixes the duties to be paid in the two cases of sea-going vessels and of vessels engaged in trading between different localities on these rivers, which is designated "un commerce intérieur." That Order was confirmed by further Vizirial Orders to the Vali of Bagdad in 1861 and 1862, as stated in my note to Musurus Pasha.

There is thus no room for doubt as to the intentions of the Porte in the matter. It is under this engagement of 1846 that the vessels of the Company formed by Messrs. Lynch have navigated the Euphrates and Tigris.

I have to request that you will take an early opportunity of speaking to the Minister for Foreign Affairs in the terms of this despatch, and that you will leave with his Excellency a Memorandum stating the substance of the foregoing remarks.

I wish to call your attention to the despatch which I addressed to Mr. Goschen on the 19th June, 1880, on the subject of the barges employed by the steamers of the Euphrates and Tigris Navigation Company, and also to my despatch No. 44, Commercial, of the 16th May, 1881, on the same subject. The action taken on those instructions does not seem to have been reported home.

I am, &c.
(For Earl Granville),
(Signed) JULIAN PAUNCEFOTE.

No. 58.

Earl Granville to Mr. Wyndham.

Foreign Office, July 12, 1883.

(No. 111. Commercial.)

Sir,

I TRANSMIT herewith, for your information, copies of a letter from the Euphrates and Tigris Navigation Company, and inclosures, respecting the navigation of the Tigris.*

I am, &c.
(Signed) GRANVILLE.

No. 59.

Sir J. Pauncefote to Sir L. Mallet.

Foreign Office, July 12, 1883.

Sir,

WITH reference to your letters of the 27th ultimo and 5th instant, I am directed by Earl Granville to transmit to you, for the information of the Earl of Kimberley, copies of two notes which were addressed to Musurus Pasha on the 5th and 11th of this month on the question of the navigation of the Tigris by British vessels.†

I am, &c.
(Signed) JULIAN PAUNCEFOTE.

No. 60.

Lord E. Fitzmaurice to Mr. Lynch.

Foreign Office, July 12, 1883.

Sir,

I AM directed by Earl Granville to acknowledge the receipt of your letter of the 9th instant, and I am to state to you that the matter is receiving the attention of Her Majesty's Government.

I am, &c.
(Signed) EDMOND FITZMAURICE.

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* No. 50.

† Nos. 40 and 54.

No. 61.

Messrs. Steel, Young, and Co. to Earl Granville.—(Received July 13.)

My Lord,

101, *Leadenhall Street, London, July 12, 1883.*

HAVING noticed in the public prints that the stoppage of the Lynch River Navigation Company is threatened by the Governor of Bagdad, we beg to request your Lordship's intervention and assistance in the matter.

We have now one steamer at Busreh and another through the Suez Canal on the passage out, and this stoppage, if enforced, will involve us in serious loss, as it would obviously prevent the arrival of the cargo for which our vessels have been engaged.

We trust your Lordship will follow up the action of the resident British Consul by insisting on the river steamers being allowed to continue running, and at the same time intimate to the authorities their liability for any loss which their present action will involve.

We have, &c.
(Signed) STEEL, YOUNG, AND Co.

No. 62.

Mr. Wyndham to Earl Granville.—(Received July 13, 6 P.M.)

(Commercial.)
(Telegraphic.)

Constantinople, July 13, 1883, 2·50 P.M.

I HAD your Lordship's telegram of the 11th. I spoke yesterday to the Minister for Foreign Affairs in the terms of your instructions, and I again asked him to induce the Porte to send orders to Bagdad to desist from their proceedings against steamers.

He replied that Vizirial letters could not be found, but that the copies I had given him were under consideration.

Colonel Tweedie, telegram dated 12th, says prohibitions still continue, and suggests landing mails and British subjects in Consulate boat before steamer which is expected anchors.

I had instructed him to continue to protest, but have asked him whether he thinks course he proposes as to landing would be dignified.

No. 63.

Messrs. Glover, Brothers, to Earl Granville.—(Received July 14.)

My Lord,

88, *Bishopsgate Street, London, July 13, 1883.*

WE have the honour to inform your Lordship that our steamer "Burns" sailed from Newcastle last week for the Persian Gulf, and that we had made arrangements for her to return thence to London with a cargo of wheat and other merchandize. It appears, however, that some serious impediments to the navigation of the Tigris between Bussorah and Bagdad have been interposed by the Turkish Government which threaten to interfere with the loading of the cargo of this vessel, if not to render it altogether impossible.

As either course would mean a very serious loss of money for which we should be under the necessity of troubling your Lordship to procure us redress, we have the honour to bring the above circumstances to your Lordship's notice now, in the hope that such representations may be made at Constantinople and Bagdad before the arrival of the steamer as will permit this steamer to load in the usual course of trade.

We venture to add an expression of our opinion that it is a misfortune that the Turkish Government should prevent the growth of trade on this river, and that your Lordship would render a great service alike to Turkey and England by inducing the Government at Constantinople once for all to make trade on the Rivers Tigris and Euphrates as free as it is on the Danube.

We have, &c.
(Signed) GLOVER, BROTHERS.

No. 64.

Acting Consul-General Tweedie to Earl Granville.—(*Received July* 14, 6 P.M.)

Bagdad, July 14, 1883.

(Telegraphic.)

VALI increasing stringency of measures.

Crew lately arrived [group wrong] absolutely cut off by blockade from shore.

Yesterday half crew tried to land, but soldiers on land prevented their leaving board. These people, though Ottoman subjects, are on British vessels; moreover, steamer has been turned, through same blockade, into kind of prison for nine passengers, who, in ignorance of present juncture, came up here under British flag.

(Foregoing is repetition of telegram to-day to Chargé d'Affaires.)

No. 65.

Mr. Wyndham to Earl Granville.—(*Received July* 15.)

Therapia, July 14, 1883.

(Commercial.)

(Telegraphic.)

THE Porte has at last found the drafts of two Vizirial letters permitting navigation of Tigris and Euphrates. The question will probably come before the Council of Ministers to-morrow. I propose communicating to Minister for Foreign Affairs before it meets substance of Colonel Tweedie's telegram of to-day, sent also to your Lordship by him, and I shall point out to his Highness that the matter is assuming a most serious aspect.

No. 66.

Acting Consul-General Tweedie to Earl Granville.—(*Received July* 15, 4·30 P.M.)

Bagdad, July 15, 1883, 6·50 A.M.

(Telegraphic.)

I CONSIDER Vali has violated rules of our mutual relations by writing officially, in answer to my protest against stationing soldier[s on] 5th instant on British vessel, that I had brought forward a false allegation.

I have pointed this out to his Excellency, but, pending instructions, shall take no notice.

(Repeated to Embassy at Constantinople.)

No. 67.

Sir J. Pauncefote to Messrs. Steel, Young, and Co.

Foreign Office, July 16, 1883.

Gentlemen,

I AM directed by Earl Granville to acknowledge the receipt of your letter, dated the 12th instant, relating to the interference by the Governor of Bagdad with the vessels belonging to the Euphrates and Tigris Steam Navigation Company; and I am, in reply, to state that Her Majesty's Government are making every effort to reopen the navigation of the Tigris, and are awaiting the reply of the Porte to their communications on the subject.

I am, &c.

(Signed) JULIAN PAUNCEFOTE.

No. 68.

Sir J. Pauncefote to Messrs. Gray, Dawes, and Co.

Foreign Office, July 16, 1883.

Gentlemen,

I AM directed by Earl Granville to acknowledge the receipt of your letter of the 12th instant, further relating to the question of the Euphrates and Tigris navigation, and announcing that the prohibition in the case of the steamer "Hallamshire" had been removed.

With regard to the further representations which you desire to have addressed to the Porte on this matter, I am to observe that Her Majesty's Government are making every effort to reopen the navigation of the Tigris, and are awaiting the reply of the Porte to their last communication on the subject.

I am, &c.

(Signed) JULIAN PAUNCEFOTE.

No. 69.

Mr. Lynch to Earl Granville.—(*Received July* 17.)

The Euphrates and Tigris Steam Navigation Company (Limited),
3, Salter's Hall Court, Cannon Street, July 16, 1883.

My Lord,

I HAVE the honour to append, for your Lordship's information, a copy of a telegram which has come to hand this morning from Bagdad, and of the message which I have sent in reply.

I have, &c.

(Signed) T. K. LYNCH, *Chairman.*

Inclosure 1 in No. 69.

Telegram dated Bagdad, July 15, 1883.

THE "Mejidieh" arrived on Thursday with through cargo only, and nine passengers; treated precisely the same as the "Khalifah;" passengers still on board. The "Khalifah" left this morning with her upward* cargo, and "parcel mails" not discharged. She took here mails only absolutely. Presume insurance still covers cargo undischarged; but protect Company against claims value about 5,000*l.* If necessary, advise agents direct regarding future engagements. Do not advise us telegraphically. You can get many more interesting details from Foreign Office. The situation is much strained.

Inclosure 2 in No. 69.

Reply dispatched July 16, 1883.

GOVERNMENT vigorously supporting all rights. Be guided entirely by advice of Resident as to conduct of business, the protection of property and passengers now under our care, and as to presentation from time to time of claims for losses arising.

No. 70.

Aarifi Pasha to Musurus Pasha.—(*Communicated to Earl Granville by Musurus Pasha, July* 17.)

Constantinople, le 16 *Juillet*, 1883.

(Télégraphique.)

REÇU télégrammes.

Nous nous occupons avec une attention toute particulière de l'affaire Lynch. Veuillez-en informer Lord Granville en attendant que je vous fasse connaître la décision qui interviendra.

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* That is, cargo which she had previously brought up from Bussorah, destined for Bagdad.

No. 71.

Mr. Plowden to Sir J. Pauncefote.—(Received July 17.)

43, Eaton Square, July 17, 1883.

Dear Sir Julian,

ACCORDING to the telegram in this morning's papers, Messrs. Gescher and Gabriel have given an opinion in the matter of Lynch and Co's. steamers, in which the following statement occurs:—

"That the original Firmans granted to the Company gave the latter the exclusive right of navigation on the Euphrates."

The fact, however, is that the original Firmans relating to the Euphrates were granted, not to Lynch and Co., but to the British Government, and, consequently, if these Firmans confer an exclusive right to navigate the Euphrates, that right belongs to the British Government. If, then, Messrs. Gescher and Gabriel have really made the statements attributed to them, I would suggest that steps be taken to correct it. For, in time to come, the Euphrates Concession may become as valuable as the De Lesseps Concession for the Suez Canal has proved to be; and it may be very important that any advantage arising out of the "exclusive rights" should accrue to Government, and not to any private company.

I think also that the remarks as to the Vizirial letters do not adequately describe the "equity" of our case. The original letter of 1846 settled in favour of British commerce a dispute which had been going on for some years, as to the conditions under which British merchants in general (not only Lynch and Co.) might navigate the Tigris under the British flag. The later Vizirial letters confirmed the original settlement, and British trade has now for forty-five years been carried up and down the Tigris in British vessels under the British flag. The settlement made by Sir Stratford Canning had no reference to sailing-vessels as distinguished from steamers—the sole question was whether British merchant-ships might continue to navigate the inland waters of Mesopotamia on payment of certain dues, and it was decided that they might.

In another telegram I see it is stated that a British gun-boat is always stationed at Bagdad. This, no doubt, refers to the armed dispatch-boat belonging to the Indian Government, which is anchored opposite the British Consulate-General. In the course of a few months the existing steamer, which is past repair, will be replaced by a new vessel now building at Bombay. I hope that in any settlement that may be arrived at in respect to Lynch and Co's. steamers care will be taken to exclude the armed dispatch-boat from the operation of any restrictive conditions that the Porte may seek to impose. An armed vessel, belonging to Government, has been stationed in the Tigris for the last fifty years, and not only our political influence in Mesopotamia, but also the safety of the European and Christian inhabitants of Bagdad, largely depend on its retention.

I propose to leave England for Bagdad in the course of next month, and it might be useful for me to take Constantinople on my way. If Lord Granville thinks this desirable, I shall be quite ready to go there.

Yours, &c.

(Signed) TREVOR CHICHELE PLOWDEN.

No. 72.

Mr. Cross to Sir J. Pauncefote.—(Received July 18.)

India Office, July 18, 1883.

Sir,

IN continuation of former correspondence, I am directed by the Earl of Kimberley to forward herewith, to be laid before Her Majesty's Secretary of State for Foreign Affairs, copy of a telegram from the Viceroy of India, reporting a fresh act of interference, on the part of the Turkish authorities at Bagdad with the steamers of the Euphrates and Tigris Steam Navigation Company.

I have, &c.

(Signed) J. K. CROSS.

Inclosure in No. 72.

The Viceroy of India to the Earl of Kimberley.

Simla, July 18, 1883.

(Telegraphic.)

RESIDENT Bagdad reports, 15th, that Vali prevented Lynch steamer landing cargo and our Government parcel mails at Bagdad. The steamer returned to Bussorah. We trust Her Majesty's Government will remonstrate.

No. 73.

Mr. Wyndham to Earl Granville.—(Received July 18, 3:45 P.M.)

(Commercial.)

(Telegraphic.)

Therapia, July 18, 1883, 11:30 A.M.

NAVIGATION of the Tigris. The Minister for Foreign Affairs has now laid the case before the Grand Vizier in writing. I have again urged his Highness to have orders sent at once to Pasha of Bagdad to re-establish *status quo ante* pending discussion.

Having heard from Colonel Tweedie that the British post-office had been interfered with by the Turkish authorities, I complained to the Minister for Foreign Affairs, who said he would telegraph at once for explanations.

No. 74.

Mr. Wyndham to Earl Granville.—(Received July 19.)

(No. 188. Commercial.)

Therapia, July 7, 1883.

My Lord,

WITH reference to my despatch No. 162, Commercial, of the 27th ultimo, I have the honour to inclose herewith, for your Lordship's information, copy of a despatch which I received from Colonel Tweedie on the 30th ultimo, together with its inclosures, respecting the intended measurement at Bussorah of the steamers "Blosse Lynch" and "Mejidieh" by officials deputed by the Ottoman authorities of the Vilayet of Bagdad, in presence of an officer of the Tigris and Euphrates Navigation Company.

I have informed the Porte that Messrs. Lynch and Co. are quite willing to have their steamers measured in the presence of Turkish officials.

I have, &c.

(Signed) HUGH WYNDHAM.

Inclosure 1 in No. 74.

Acting Consul-General Tweedie to Mr. Wyndham.

Bagdad, June 5, 1883.

Sir,

IN continuation of despatch dated 25th ultimo, about Messrs. Lynch and Co.'s new steamer, I have the honour to submit, for your information, copy, in translation (1) of a further communication, dated 2nd instant, from his Excellency the Vali; (2) of my answer of to-day's date; (3) of Messrs. Lynch and Co's reply of to-day's date to my reference to them on the subject of his Excellency's above-quoted despatch; and (4) of my demi-official letter to Her Majesty's Consul, Basrah, of to-day's date, informing him how the case stands.

I have, &c.

(Signed) W. TWEEDIE.

PUBLIC RECORD OFFICE, LONDON

Inclosure 2 in No. 74.

Correspondence respecting the Measurement of Messrs. Lynch and Co.'s Vessels.

(1.)—*From Vali, dated June 2, 1883.*

WITH reference to your letter dated 28th ultimo, I have the honour to inform you that the Commodore and Sudri Effendi, Director of the Oman Steam Administration at Basrah, have been directed to measure both steamers, "Blosse Lynch" and "Mejidieh," in presence of an officer of the Tigris and Euphrates Navigation Company.

It is therefore necessary that required instructions should be given to the Company to appoint some one on their part to be present during the inspection of these vessels by the above officers.

(2.)—*Reply to above, dated June 5, 1883.*

I have had the honour of receiving your Excellency's letter dated 2nd instant, and have communicated its contents to the Manager of the Tigris and Euphrates Navigation Company, whose officers at Basrah will receive with all courtesy the officials of your high Government, by whom it is your Excellency's wish that certain further information about the "Blosse Lynch" and "Mejidieh" should be obtained.

(3.)—*Letter from Messrs. Lynch and Co., dated June 5, 1883.*

We have the honour to acknowledge the receipt of your letter of the 14th instant, with its inclosures, and, in accordance with his Excellency the Vali Pasha's wishes, we have instructed the Superintendent Engineer of the Company, Mr. Taitt, to proceed to Basrah, and to render assistance to the Commodore and Sudri Effendi in the measurement of the "Blosse Lynch" and "Mejidieh," which, however, we do in accordance with the views expressed in our letter of the 25th ultimo.

(4.)—*Demi-official Letter to Her Majesty's Consul at Basrah, dated June 6, 1883.*

The Vali here is having the "Blosse Lynch" and "Mejidieh" measured at Basrah in concert with Lynch and Co.'s people, but the arrangement is not one with which you and I have any concern. It rests entirely between Lynch and Co. and the authorities of the country; and you should take no cognizance of it even if asked to do so.

In the event also of the measurements not being satisfactory in the eyes of the Ottoman authorities, and of their applying to you, on that ground, to stop the "Mejidieh" from plying, all you need do is courteously to answer that the case lies quite outside your competence, and refer them to the Government of the vilayet. *Vide* previous correspondence, and in particular my telegram to your Office dated 30th ultimo.

No. 75.

Mr. Wyndham to Earl Granville.—(Received July 10.)

(No. 190. Commercial.) *Therapia, July 9, 1883.*

My Lord,

I HAVE the honour to inform your Lordship that, in compliance with the instructions contained in your telegram of the 4th instant, I made representations at the Porte on the 5th instant, the day on which your instructions reached me, against the proceedings of the Turkish authorities at Bussorah in preventing Messrs. Gray, Dawes' steamer "Hallamshire" from loading cargo there, and I requested that an immediate inquiry might be made and orders given to stop this interference with trade, which would be likely to lead to heavy claims for damages.

I mentioned in my telegram of the 5th instant that I had taken action in this matter.

I have, &c.
(Signed) HUGH WYNDHAM.

No. 76.

Mr. Wyndham to Earl Granville.—(Received July 19.)

(No. 193. Commercial.) *Therapia, July 11, 1883.*

My Lord,

THE telegrams which I have had the honour to address to your Lordship since the departure of the Queen's messenger on the 1st instant will have informed you of the friendly representations I have made to the Porte personally, and through Sir A. Sandison, First Dragoman in Her Majesty's Embassy, against its proceedings with reference to Messrs. Lynch and Co.'s steamers.

There is one point to which I have alluded which, however, requires some special explanation on my part. In course of a conversation which Sir A. Sandison had at the Porte on this question, Said Pasha mentioned incidentally that there had been a threat of sending an English gun-boat to the Shat-el-Arab River, and implied that it would be better to prohibit the running of Lynch's steamers rather than incur the risk of such a contingency.

When I saw the Grand Vizier and Aarifi Pasha on the 30th ultimo, I referred to the remark which had been made to Sir A. Sandison on this subject, and I stated that the idea had emanated from Colonel Tweedie with reference to the danger which our steamers had incurred from attacks of Arabs, of which there appeared to be fresh cause for apprehension, owing to the supineness of the authorities in the vilayet; but I said if the Ottoman Government looked upon such an idea as a violation of the law of nations, I felt sure that Her Majesty's Government had too much respect for the Sultan's Government to adopt any measure which could be considered as such.

The question has since then not been mooted either to me or to Sir A. Sandison.

I presume the "Comet," the *stationnaire* which has been for years at Bagdad, could have, if still there, afforded protection to the steamers, and if not there, that there could have been no objection to her returning to her old station.

With regard to the general question now under discussion, I have been most conciliatory in my dealings with the Porte; but I regret to say that, till now, my representations have led to no satisfactory result.

I beg to thank your Lordship for your despatch No. 94, Commercial, of the 28th ultimo, in which you did me the honour to forward to me a copy of a Memorandum by Mr. Plowden. I had already, as reported in my despatch No. 162, Commercial, of the 27th ultimo, called the attention of the Porte to the fact that Messrs. Lynch and Co. were navigating the Tigris by virtue of Vizirial letters. I have since then drawn the special attention of the Porte to the arrangement concluded in 1846 by Sir Stratford Canning with regard to the navigation of British vessels of the rivers of Mesopotamia, and I have, through Sir A. Sandison, furnished Aarifi Pasha with copies of the Vizirial letters to the Pasha of Bagdad, dated the 2nd April, 1846 (6 Rebiul-akhir, 1262), and 3 Redgeb, 1277 (15th January, 1861), respectively.

In delivering copies of these letters, Sir A. Sandison, after having again pointed out that the Porte must be prepared for claims for heavy damages arising from its precipitate and unjustifiable action in this matter, requested careful attention to the passage in the letter of the 6 Rebiul-Akhir which runs as follows: "Sur le rapport ci-dessus, auquel l'Ambassade Britannique a donné son adhésion, l'affaire a été soumise au Sultan pour consulter le bon plaisir de Sa Majesté Impériale, qui a ordonné de vous faire savoir par une dépêche qu'il faut mettre à exécution tout ce qui est nécessaire à cet égard." He observed that this gave the letter in question an exceptional character, as it was evident that it had been issued under the authority of an Imperial Iradé, which neither the Porte nor the Council of Ministers had the right or the power to abrogate without a special Iradé from the reigning Sultan to that effect, and which, as far as Her Majesty's Embassy was aware, had not been obtained. Upon this, Aarifi Pasha said that the case should be laid in this light before the Grand Vizier, and he requested Artin Effendi, the Under-Secretary for Foreign Affairs, to do so on his behalf after consulting the Porte's legal advisers.

Sir A. Sandison also pointed out to Aarifi Pasha that, according to the terms of

the Vizirial letters in question, there was no limitation as to the number or size of the vessels or boats under the British flag which had received permission to navigate or to engage in trade in the Mesopotamian rivers.

I fear, however, that after the correspondence which took place in 1873 and 1874 as to the number of vessels Messrs. Lynch might have on the river, it will be difficult to induce the Ottoman Government to allow Messrs. Lynch and Co. to run a greater number of vessels than they have done hitherto, taking also into consideration that all the endeavours of Her Majesty's Embassy to obtain permission for them to have barges on the Rivers Euphrates and Tigris have been hitherto in vain.

I have, &c.
(Signed) HUGH WYNDHAM.

No. 77.

Mr. Wyndham to Earl Granville.—(*Received July* 19.)

(No. 206. Commercial.)
Therapia, July 13, 1883.

My Lord,

IN a despatch No. 3, Commercial, of the 16th January, 1880, Sir Henry Layard informed the Marquis of Salisbury that Holland was claiming, under her Treaty with Turkey, the same privileges on the Mesopotamian rivers as are enjoyed by the Tigris and Euphrates Steam Navigation Company.

I have lately learnt that within the last few months the Netherlands Government has, through its Minister at this Court, again pressed the Porte to concede this privilege, but without success; and that, had M. de Pestel succeeded, the Spanish Minister was about to prefer a similar request in favour of Spanish vessels, especially for the line of steamers owned by De Campos and Co.

Considering the illiberal spirit which at present appears to animate the Porte with regard to navigation under foreign flags in the internal waters of the Empire, it is possible that the recently renewed application of the Dutch Government for the same privileges as are enjoyed by Messrs. Lynch and Co. may have to some extent conduced to its present arbitrary proceedings with regard to their steamers.

I have, &c.
(Signed) HUGH WYNDHAM.

No. 78.

Mr. Wyndham to Earl Granville.—(*Received July* 19.)

(No. 201. Commercial.)
Therapia, July 13, 1883.

My Lord,

I HAVE the honour to acknowledge the receipt of your Lordship's telegram, Commercial, of the 11th instant, informing me that you had communicated to the Turkish Ambassador in London the substance of my telegrams of the 6th and 9th instant on the proceedings of the Turkish authorities at Bagdad with reference to Messrs. Lynch and Co.'s steamers, that you had protested against those proceedings, and that, in doing so, you had begged his Excellency to convey your Lordship's protest to the Ottoman Government, and to add that Her Majesty's Government reserved all rights as against the Porte for consequences. Your Lordship at the same time instructed me to hold the same language. I accordingly went to the Porte yesterday afternoon and waited upon Aarifi Pasha, Ottoman Minister for Foreign Affairs.

I asked his Highness if he had heard from Musurus Pasha, to which question he replied affirmatively. I then told him that I was ordered to hold the same language to his Highness as your Lordship had held to his Excellency, and I again requested Aarifi Pasha to be so good as to urge the Minister of the Interior to direct the Vali of Bagdad to return to the *status quo ante* as regards Messrs. Lynch's steamers, pending the discussion of the question between the two Governments. His Highness very obligingly sent to the Minister of the Interior to inquire how the matter stood, and received a document in reply, from which he read me an extract, which was to the effect that the Firmans only referred to the Euphrates.

I then pointed out to him that the Porte did not appear as yet to understand the question, and that Her Majesty's Government claimed the privilege for vessels ("des bâtiments") under the British flag to navigate both the Euphrates and the Tigris, by virtue of the Vizirial letters, of which, as reported in my despatch No. 193, Commercial, of the 11th instant, I had furnished him with copies. To this Aarifi Pasha replied that the Vizirial letters in question could not be found at the Porte; upon which I suggested to him to telegraph to Bagdad and desire the Vali there to search for them amongst his archives, suggesting that perhaps they might be more easily found there than in the archives of the Porte. At all events, I said, whether the Porte could find the letters in question or not, upon those letters I based my protest, and I begged him to lay the matter at once before his colleagues.

Aarifi Pasha then said that the copies which I had given to him of the letters were under the consideration of the Law Officers of his Department, who were engaged in drawing up a statement of the case, which he would lay before the Grand Vizier.

I also pointed out to his Highness that, if the Porte had done me the honour, as had been usually the custom hitherto in dealing with cases affecting British interests, of addressing me a note on the subject, instead of sending instructions to the Vali, who had, in consequence, written a letter to Colonel Tweedie, on the 13th June, announcing to him that Messrs. Lynch's steamers could no longer navigate the Tigris, as their privilege only extended to the Euphrates, I could at once have pointed out the error, and perhaps have averted this incident.

I have, &c.
(Signed) HUGH WYNDHAM.

No. 79.

Mr. Wyndham to Earl Granville.—(*Received July* 19.)

(No. 203. Commercial.)
Therapia, July 13, 1883.

My Lord,

WITH reference to my despatch No. 200, Commercial, of to-day, I have been informed that some private persons are endeavouring to obtain a Concession from the Porte to navigate the Tigris and Euphrates Rivers; and I have reason to believe that the Turkish Government would like to limit the navigation of those rivers to vessels under the Turkish flag, Aarifi Pasha having hinted to me the that the natives are suffering from the competition which is carried on under the English flag.

Colonel Tweedie, in a telegram to me dated the 29th ultimo, informed me that the Vali of Bagdad wishes to favour a wealthy Jew of that city, who has spared, he states, no effort either there or at Constantinople to obtain a Firman to run steamers instead of Messrs. Lynch and Co.

I have, &c.
(Signed) HUGH WYNDHAM.

No. 80.

Mr. Wyndham to Earl Granville.—(*Received July* 19.)

(No. 200. Commercial.)
Therapia, July 14, 1883.

My Lord,

WITH reference to my previous despatches on the subject of the Tigris navigation, I have the honour to report to your Lordship that I received this morning a telegram from Colonel Tweedie stating that the parcels mails were still detained on the two steamers lying at Bagdad, and asking me, as one of the boats was to leave to-morrow for Bussorah, whether these mails should return in her or be fetched off by the Consulate boat, the Custom-house being afterwards informed of it.

I replied by telegram that he should use his own discretion, and I added that we must do nothing to weaken our position, and that the Porte will be held responsible for any risk or damage the Company may receive.

I have, &c.
(Signed) HUGH WYNDHAM.

No. 81.

Mr. Wyndham to Earl Granville.—(*Received July* 19.)

(No. 212. Commercial.) *Therapia, July* 15, 1883.

My Lord,

WITH reference to my despatches Nos. 198 and 201, Commercial, of the 13th instant, and to my telegram of yesterday's date, I have the honour to inform your Lordship that I shall to-day acquaint Aarifi Pasha with the substance of Colonel Tweedie's telegram of the 14th instant, which he has also sent to your Lordship, in which he states that the Vali of Bagdad is increasing the stringency of his measures against Messrs. Lynch's steamers; that the crew of the steamer lately arrived is absolutely cut off from the shore, and that some of the men who tried to land were prevented from leaving the ship by the soldiers placed on the bank of the river; moreover, that the ship is turned into a kind of prison, as nine passengers who came to Bagdad in her, in ignorance of the state of affairs, are not allowed to disembark.

I shall at the same time point out to his Highness that this incident is assuming a most serious aspect.

I have, &c.
(Signed) HUGH WYNDHAM.

No. 82.

Mr. Wyndham to Earl Granville.—(*Received July* 19.)

(No. 213. Commercial.) *Therapia, July* 15, 1883.

My Lord,

I HAVE the honour to acknowledge the receipt of your Lordship's despatch No. 105, Commercial, of the 7th instant, which reached me yesterday, inclosing a copy of a note, for my information and guidance, which you addressed to the Turkish Ambassador in London on the 5th instant.

In thanking your Lordship for this communication, I beg to state that I shall take an early opportunity of inquiring of Aarifi Pasha whether a copy of it has reached his Highness.

I have, &c.
(Signed) HUGH WYNDHAM.

No. 83.

Questions asked in the House of Commons, July 19, 1883.

Mr. Robert Fowler,—To ask the Under-Secretary of State for Foreign Affairs whether it is true that the vessels of the Euphrates and Tigris Steam-ship Company have been prevented plying on the Tigris in violation of the Treaty.

Mr. Arthur Arnold,—To ask the Under-Secretary of State for Foreign Affairs whether the protest by Her Majesty's Government in consequence of the "Kalifeh" and "Medjidieh" not being permitted by the Turkish Government to land their upward cargo and parcel mails at Bagdad has produced any result; and, if not, whether it is the intention of Her Majesty's Government to take other steps for the protection of British and Asiatic trade by way of the Tigris and Euphrates.

Answer.

I propose to answer this question and that of my honourable friend the Member for Salford at the same time. It is true, as I stated on Friday last, that the vessels of the Tigris and Euphrates Steam-ship Company have been prevented plying on the Tigris. Strong representations have been made to the Sublime Porte, and an answer is shortly expected, upon the character of which the public action of Her Majesty's Government must depend.

No. 84.

Earl Granville to Mr. Wyndham.

(No. 114. Commercial.) *Foreign Office, July* 19, 1883.

Sir,

I HAVE to acknowledge the receipt to-day of your despatches, as marked in the margin,* relative to the question of the navigation of the Tigris.

Her Majesty's Government complain, as you are aware, of the abrupt and inequitable action of the Porte in the matter; and they approve your endeavours to induce the Turkish Government to allow the previously existing arrangements for the navigation of the rivers of Mesopotamia to continue, pending a friendly discussion of the points at issue, with the view to a satisfactory settlement of the question.

The language held by you, as reported in your despatch No. 201, Commercial, of the 13th instant, is, more particularly, approved.

I am, &c.
(Signed) GRANVILLE.

No. 85.

Acting Consul-General Tweedie to Earl Granville.—(*Received July* 19.)

(Telegraphic.) *Bagdad, July* 19, 1883.

WHEN the steamer now here leaves Sunday morning for Bussorah, eight of her passengers must return there in her because Vali prevents their landing. Some of the number said to be subjects of [?]. Five are women. Detention already inflicted great hardship. If any die on board, will Porte approve?

(This is repetition of telegram sent to Constantinople Embassy.)

No. 86.

Mr. Wyndham to Earl Granville.—(*Received July* 19, 11 P.M.)

(Commercial.)
(Telegraphic.) *Therapia, July* 19, 1883, 9·10 P.M.

NAVIGATION of the Tigris. I have been unremitting in my endeavours to obtain revocation of the orders sent to the Vali of Bagdad. The question was laid before the Council of Ministers yesterday, and I have learnt to-day from the Minister for Foreign Affairs that it came to the decision to maintain the orders in question on the ground that British vessels had no right to navigate the Tigris.

No. 87.

Mr. Lynch to Lord E. Fitzmaurice.—(*Received July* 20.)

The Euphrates and Tigris Steam Navigation Company (Limited),
3, Salter's Hall Court, Cannon Street, July 19, 1883.

My Lord,

AS we are, in this office, without a copy of the Vizirial letter addressed to the Wali of Bagdad in 1862, referred to by your Lordship in the House on the 12th instant, I have the honour to request that, if no objection suggests itself to your Lordship, you will be good enough to cause a copy to be supplied to us.

I have, &c.
(Signed) T. K. LYNCH, *Chairman.*

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* Nos. 74, 75, 76, 77, 78, 79, 80, 81, and 82.

No. 88.

Mr. Lynch to Lord E. Fitzmaurice.—(*Received July* 20.)

The Euphrates and Tigris Steam Navigation Company (Limited),
3, Sutter's Hall Court, Cannon Street, July 20, 1883.

My Lord,

I HAVE the honour to attach two telegrams from Lloyd's Lists of the 18th and 20th instant, by which your Lordship will be informed of the positive damage to British commerce already resulting from the action of the Turkish Government, and from their postponement of any reply to the representations of your Lordship.

The cargo burnt in the "Tellarfer," a Turkish steamer, is principally British, excluded from our steamers by their monstrous and selfish conduct.

I have, &c.
(Signed) T. K. LYNCH, *Chairman.*

Inclosure in No. 88.

Telegrams from Lloyd's List of July 18 *and* 20, 1883.

July 18, 1883.

"TELLARFER" (s.).—*Bagdad, July* 17, 8·45 A.M.—Turkish steamer "Tellarfer burnt about 100 miles below this; reported everything destroyed. Had cargo transshipped from "Eustace" at Busreh, and large general cargo.

July 20, 1883.

"EUSTACE" (s.).—*London, July* 19.—Messrs. R. G. Jones, Price, and Co. have just received the following telegram from their agents, Messrs. Daily, Andrewes, and Co. of Bussorah, dated 18th July: "Turkish Government refuse allow Lynch's steamers convey through cargo to Bagdad "Eustace's" Hamsteels cargo detained Busreh." From the above telegram Messrs. R. G. Jones, Price, and Co. infer that only a small part of the cargo, *ex* "Eustace" (s.), was forwarded to Bagdad by the "Tellarfer" (s.).—(See Bagdad paragraph concerning the "Tellarfer" (s.) in "List" of the 18th July.)

No. 89.

Mr. Wyndham to Earl Granville.—(*Received July* 20, 4·40 P.M.)

(Commercial. Secret.) *Therapia, July* 20, 1883, 11·55 A.M.
(Telegraphic.)

NAVIGATION of the Tigris.

The Russian Ambassador is reported to have insinuated to the Sultan, through a member of his Embassy, that the importance attached by England to the navigation of the Mesopotamian rivers is connected with the Armenian question.

I have strong reason to believe the Porte has been acting under direct orders from the Sultan with regard to this question.

No. 90.

Lord E. Fitzmaurice to Messrs. Glover, Brothers.

Foreign Office, July 20, 1883.

Gentlemen,

I AM directed by Earl Granville to acknowledge the receipt of your letter of the 13th instant, and, in reply, I am to inform you that Her Majesty's Government are making every effort to reopen the navigation of the Tigris, and are awaiting the reply of the Porte to their last communication on the subject.

I am, &c.
(Signed) EDMOND FITZMAURICE.

No. 91.

Sir J. Pauncefote to Sir L. Mallet.

Foreign Office, July 20, 1883.

Sir,

WITH reference to my letter of the 12th instant, I am directed by Earl Granville to transmit to you, for the information of the Earl of Kimberley, copies of further papers, as marked in the margin,* relative to the question of the navigation of the Tigris.

I am, &c.
(Signed) JULIAN PAUNCEFOTE.

No. 92.

Memorandum by Mr. Kennedy. Observations thereon by Mr. T. C. Plowden.

Prohibition by the Porte of Navigation of the Tigris by British Vessels for Commercial Purposes.

ON the 15th June the Vali of Bagdad, under instructions, as he alleged, from the Minister of the Interior at Constantinople, issued orders prohibiting the steamers of the Tigris and Euphrates Steam Navigation Company (Messrs. Lynch's Company) from trading on the Tigris, on the ground that the privileges which they enjoy apply only to the Euphrates, and not to the Tigris.

The first authorization by the Turkish Government for vessels under the British flag to ply on the rivers of Mesopotamia for purposes of trade to be found in the Foreign Office is apparently contained in the Firman of the 29th December, 1834, which was issued on the occasion of Colonel Chesney's expedition. This document (p. 43) granted to the British Government permission to place on the *Euphrates* two steamers for purposes of trade while this course was useful to the two parties, and no inconvenience ensued from it. It is to be observed that taking this document in connection with Sir Henry Rawlinson's statement, which will be given later, its true interpretation may be, that while boats under the British flag had, by usage, navigated the Shat-el-Arab and Tigris, that is to say, to Bagdad, they had *not* plied on the Euphrates, and therefore permission was needed for that river.

A letter was addressed to the Pasha of Aleppo on the 13th September, 1842, giving instructions for carrying out measures to give effect to this permission (p. 44).

In these two documents mention is made of the Euphrates only; nothing is said about the Tigris.

In 1846 Sir Stratford Canning obtained the consent of the Porte to an arrangement to regulate the navigation of the Tigris and Euphrates by vessels under the British flag. This arrangement was not, it would seem, embodied in an instrument signed between his Excellency and the Turkish Minister. It was, as between the British and Ottoman Representatives, an agreement of the nature of an understanding, and not a written instrument of a Treaty character. Sir Stratford Canning, however, by the language used in his despatches annexed to this Memorandum (pp. 46–50), considered this understanding to be very important, and laid great stress on this recognition of the right to participate in the navigation of these rivers. He expressed the hope that he had placed our "somewhat doubtful claims" upon a sound footing, "sanctioned by the acknowledgment of the Porte itself."

Effect was given to the arrangement of 1846 by a letter from the Grand Vizier to the Pasha of Bagdad, dated the 2nd April of that year (p. 44), which mentions the two rivers Tigris and Euphrates by name, and provides that the dues levied on Ottoman vessels shall likewise be paid by British vessels trading on them. This document is general in its terms; it does not mention any individuals or Company, nor any number of vessels to be employed on the rivers. Sir Stratford Canning's correspondence above referred to shows that three different English mercantile houses then contemplated placing steam-vessels on the Tigris. The phrases used in the Vizirial letter are "bâtiments Anglais" and "bâtiments marchands Anglais."

The Vizirial letter fixes the duties to be paid in the two cases of sea-going

* Nos. 57, 62, 65, 85, and 86.

vessels, and of vessels engaged in trading between different localities on these rivers, which is designated "un commerce intérieur."

Such are the documents issued by the Porte conferring on this country rights in regard to the navigation of the rivers of Mesopotamia. The facts of the case as regards the exercise of this privilege have to be considered. Sir Henry Rawlinson, then Resident and Consul-General at Bagdad, writing to Sir Stratford Canning in 1845, said that boats under the British flag had navigated the river [presumably the Shat-el-Arab and the Tigris up to Bagdad] for forty years (p. 48). The Secretary to the Euphrates and Tigris Steam Navigation Company, writing, with reference to the barges employed by them, on the 20th May, 1880, stated that in 1846, "the firm of Messrs. S. Lynch and Co., and others, both Persian and Indian subjects, possessed boats of 150 to 200 tons burden, navigating the rivers." A Memorandum communicated by Sir Lewis Pelly, containing a statement of the case on behalf of the Euphrates and Tigris Steam Navigation Company—the firm of Messrs. Lynch having been formed into this Company in 1861—is added to this Memorandum as Annex III (pp. 50–52).

Between 1860-62, after correspondence between Her Majesty's Embassy and the Porte, Messrs. Lynch put two steamers of light draught to trade between Bussorah, where, as a rule, sea-going vessels stop and tranship cargo, and Bagdad. These vessels, or others to replace them, have continued to trade under this authorization during the last twenty years—two vessels only, sometimes with barges towed by them, have been so employed. The arrangement of 1846 has been regarded with disfavour by the local authorities; and twice, namely, in 1861 and 1862, it has been necessary to obtain fresh orders to stop attempts to place obstacles in the way of the navigation of the rivers by these steamers. In 1880 a question arose as to barges towed by the steamers; Her Majesty's Government treated their use as a right, and Mr. Goschen was instructed in this sense (p. 52). The Porte, as well as the local authorities, have sought to pass over the Agreement of 1846, and to make the British right of navigation dependent on the Firman of 1834. Messrs. Lynch have not been averse to this view of the case, because by running together the arrangements come to in 1834 and 1846 they might claim a monopoly of navigation as against other foreign vessels.

On receipt last month of the intelligence of the intended stoppage of navigation for commercial purposes on the Tigris, Mr. Wyndham was instructed to give immediate attention to the subject, with the view to ascertain the facts of the case; and on further statements from Messrs. Lynch of interference with their vessels, Mr. Wyndham was directed to inform the Porte that the Turkish Government would be held responsible for this sudden and violent interference with trade. On examination of the subject upon receipt of reports from Constantinople, a remonstrance was addressed (5th July) to Musurus Pasha, in which, after the facts were set forth, it was proposed that the existing state of things should be allowed to remain undisturbed pending a friendly discussion of the question between the two Governments.

The local authorities, however, proceeded further; on or about the 5th instant the Vali placed Turkish soldiers on board one of these steamers then about to leave Bagdad for Bussorah, to prevent embarkation of cargo and passengers; on the 8th instant, when the other steamer arrived at Bagdad from Bussorah, passengers were not allowed to land (though this prohibition was subsequently relaxed in favour of some passengers), or cargo to be unloaded. It was distinctly stated that this permission would not be granted again; and it appeared probable that the cargo would have to be taken back to Bussorah at considerable risk. On this intelligence a formal protest was made to Musurus Pasha, which he was asked to communicate to the Porte; and it was also stated that Her Majesty's Government reserve all rights as against the Porte for the consequences of these proceedings.

Mr. Wyndham was instructed to hold the same language.

No notice seems to have been taken by the Porte of any of these remonstrances; at all events, no answer has reached the Foreign Office. Mail and trade communication between Bagdad and India and Europe has thus been abruptly stopped. Turkish soldiers appear to have been placed on board a British vessel—a proceeding contrary to Treaty. Our commercial interests in that part of Turkey have been injured, and direct loss inflicted on traders who have sent goods there. It appears further, that there is some ground for thinking that one of the two wires of the Indo-European telegraph has lately been removed; one, however, may be held to suffice under the strict terms of the Convention relating to this telegraph.

The action of the Porte in the matter, the discourtesy of the local authorities to the merchants and the Acting Consul, and the neglect and silence with which the representations of Her Majesty's Government are treated, whether made at Constantinople or in London, constitute decided unfriendly action on the part of the Turkish Government. These proceedings evince a deliberate intention to destroy important commercial interests which have grown up in Mesopotamia and the adjoining districts during the last seventy years, and which would have attained much greater development had they not been during this period systematically checked by the local authorities, often, and more especially in the last four or five years, with the tacit sanction at least of the Porte.

There seem to be two points to be now considered in dealing with this question: 1st, the real signification of the several documents issued by the Porte in regard to the local names of the rivers: in other words, whether in the local nomenclature a marked distinction exists between the Euphrates and Tigris as separate rivers, or whether this distinction is not rather a Western idea. These documents apparently relate to two distinct subjects, namely, the Chesney expedition and the Tigris navigation, as depending on long usage and the arrangement of 1846; Mr. T. K. Lynch has, however, said that the designation "Frat" applies to all these waters: on this point Mr. Plowden could advise. 2nd. Whether the facts of the case as shown in the whole correspondence and by long usage were fully before the Law Officers, when in their Report of the 18th November, 1881, which had reference more particularly to the question of the barges, they were doubtful as to British rights with respect to the navigation of these rivers.

If this country has a right in the matter, it is submitted that it should be upheld; if after full consideration it appears that no right can be claimed, still notice would seem to be required of the manner in which privileges granted and recognized by the Porte have been withdrawn.

C. M. K.

Foreign Office, July 20, 1883.

[For Observations by Mr. Plowden, see pp. 52-54.]

Annex I.

Firman and Vizirial Letters issued by the Porte relative to the Navigation of the Mesopotamian Rivers, Tigris and Euphrates, by British Vessels: 1834 *to* 1861.

1. Firman, December 29, 1834.
2. Vizirial Letter, September 13, 1842.
3. Ditto, April 2, 1846.
4. Ditto, January 15, 1861.

(No. 1.)—*Firman de Protection pour les Bâtiments à Vapeur Anglais, destinés à naviguer sur l'Euphrate, en date du* 29 *Décembre,* 1834.

(Traduction.)

A LEURS Excellences les Vizirs (Pachas à trois queues), aux très illustres Mirimirans (Pachas à deux queues), aux très savants Juges, aux Voivodes, Capitaines de Port, et autres Magistrats des lieux situés sur les deux rives de l'Euphrate, salut:

A la réception de ce commandement Impérial vous saurez ce qui suit:—

L'Ambassadeur Extraordinaire et Plénipotentiaire de la Grande-Bretagne résidant à Constantinople, Lord Ponsonby, un des plus illustres personnages parmi les nations Chrétiennes (puisse-t-il faire une fin heureuse), a présenté à notre Sublime Porte une note officielle, par laquelle il a exposé que le Gouvernement Britannique demandait la permission de faire naviguer, tour à tour, deux bâtiments à vapeur sur le fleuve l'Euphrate, qui coule à peu de distance de Bagdad, pour faciliter le commerce.

En conséquence, on a expédié au très illustre Gouverneur de Bagdad et de Bassora, Ali Riza Pacha, l'ordre de fournir à notre Sublime Porte des renseignements sur la navigation projetée.

Quoique la réponse du Pacha ne fût pas encore venue, l'Ambassade Britannique a

fait de nouvelles représentations à cet égard, en informant notre Sublime Porte que le Gouvernement Anglais attendait notre réponse.

C'est pourquoi nous avons permis et permettons à deux bâtiments à vapeur de naviguer sur l'Euphrate, tour à tour, et cette navigation doit continuer autant que, conformément à ce qui nous a été représenté, elle sera utile aux deux Parties, et qu'il n'en résultera aucun inconvénient; et c'est dans ce sens qu'une note officielle a été remise à l'Ambassade Britannique.

Un Firman conçu dans le même sens a été adressé au Pacha de Baghdad et de Bossora.

Mes ordres sont que vous ayez à agir de la manière mentionnée ci-dessus; et c'est à cette fin que ce Firman est écrit.

Vous, donc, Vizirs, Miri-Mirans, Juges, et autres Magistrats, informés que vous serez de ma volonté souveraine, vous aurez soin de vous y conformer, et vous vous garderez bien de contrevenir à ce qui vous est prescrit par ce commandement Impérial.

Donné, vers la fin de la lune de Shaaban, l'année mil deux cent cinquante.

[N.B.—Il y a deux Firmans conçus dans les mêmes termes, et adressés aux autorités sur les deux rives de l'Euphrate, le long du fleuve.]

Letter from the Grand Vizier to the Pasha of Aleppo, dated September 13, 1842.

(Translation.)

YOUR Excellency knows that two English steam-boats are navigating in the River Euphrates for commercial purposes.

The British Embassy has now given a "tacrir" to say that in consequence of the shallowness of the waters in this season, the steamers were under the necessity of stopping till the river becomes navigable again at Belis, a place within the limits of the Pashalic of Aleppo; that as it has become necessary for the crews to land on the shore, it is desirable that permission should be given to them to land temporarily, and that they may be assisted and protected.

At the same time you have stated in a despatch we have received from your Excellency that, owing to the Arabs of that neighbourhood being a set of unreasonable people, it will be difficult, were the crews of the steamers aforesaid to receive any harm from them, to put a stop to it. Your observation is, in fact, just, and the Embassy does not deny it.

Nevertheless, acting on this occasion with that prudence and that excellent judgment which distinguish you, and in conformity to the sincere and perfect friendship existing between the two Governments, your Excellency will permit the landing and the staying of the crews in that place for a certain time. You are instructed to employ all possible means to prevent any kind of mischief being done to them, and to afford to them all the protection and assistance you can; and it is in order to engage you to take proper measures to effect all that that I wrote this letter, on receiving which your Excellency will, I hope, act conformably to it.

(Signed) RAOUF.

28 *Regeb*, 1257.

(No. 2.)—*Lettre du Grand Vizir au Pacha de Bagdad, en date du* 2 *Avril*, 1846.

(Traduction.)

J'AI pris connaissance du contenu de la dépêche arrivée il y a quelque temps, de la part de votre Excellence, relativement aux droits que payent les bâtiments et les barques qui naviguent sur le Tigre et l'Euphrate.

En même temps, son Excellence l'Ambassadeur d'Angleterre résidant à Constantinople a représenté dans un "tacrir" que les bâtiments Anglais peuvent faire le commerce dans les deux fleuves susmentionnés, en payant les droits établis par le Traité, et il a demandé qu'une dépêche, conçue dans ce sens, fut écrite à votre Excellence.

Cette question ayant été référée au Surintendant de l'Hôtel des Monnaies, son Excellence a fait là-dessus un rapport dont la teneur suit:—

"Le transport de marchandises d'une place à une autre sur les deux fleuves susdits, et sans sortir à la mer, est un commerce intérieur; ainsi, sous quelque pavillon que les navires et les barques fassent ce genre de commerce, il faut qu'ils payent dans

ce cas les mêmes droits que l'on perçoit des patrons des barques, sujets de la Sublime Porte. On percevra des bâtiments marchands qui, venant sous pavillon Anglais des pays étrangers, entrent dans l'un des deux fleuves avec un chargement de produits de la Turquie pour exporter et retournent à la mer, les droits fixés par le Traité et par le Tarif, après quoi on prendra des bâtiments marchands Anglais aussi qui fréquentent le Tigre et l'Euphrate, de même qu'on le prend des bâtiments marchands des Puissances étrangères qui viennent dans les ports de l'Empire Ottoman et d'après l'exemple existant, un droit d'ancrage qui, comme nous apprenons, consiste en 5 piastres par bâtiment."

Sur le rapport ci-dessus, auquel l'Ambassade Britannique a donné son adhésion, l'affaire a été soumise au Sultan pour consulter le bon plaisir de Sa Majesté Impériale, qui a ordonné de vous faire savoir par une dépêche qu'il faut mettre à exécution tout ce qui est nécessaire à cet égard. En conséquence je vous écris et vous envoie cette dépêche afin que votre Excellence mette ses soins à ce que l'on prenne des barques de commerce Anglaises, qui, comme il a été dit plus haut, seront désormais occupées à faire le commerce intérieur sur les deux fleuves susdits, des droits conformes à ceux que l'on prend des barques des sujets Ottomans; et à ce que l'on ne prenne sur les chargements des bâtiments Anglais qui viennent du dehors et qui vont dans un pays étranger, que les droits de douane établis, et qu'un droit d'ancrage consistant en 5 piastres: votre Excellence aura soin de ne rien faire prendre de plus.

(Signé) RAOUF.

Le 6 Rebiul-akhir, 1262.

(No. 3.)—*To the Governor-General of Bagdad, &c.*

(Translation.)

THE British Embassy having recently made certain communications for the purpose of obtaining a renewal of the orders which were sent concerning the British steamers and boats authorized by His Majesty to ply on the Rivers Tigris and Euphrates, it has appeared from the register that permission having on a former occasion been applied for by it to station two steamers on the River Euphrates at Bagdad, and to run them by turns, for the purpose of facilitating trade, two Firmans, dated respectively the end of Shaban 1250 (1834), and the beginning of Redgeb 1257 (1842), were addressed to the late Governor-General of Bagdad, Ali Riza Pasha, authorizing the permanent station of two steamers on that river, providing it were proved and established that the advantages resulting therefrom would be mutual, and that no sort of inconvenience would ensue therefrom. Further, that in virtue of a report received respecting the dues payable by vessels and boats navigating the Euphrates and Tigris, and in conformity with the request of the British Embassy for Vizirial instructions, on the ground that British merchant-vessels might trade in those two rivers after payment of the fixed dues according to Treaty, and considering that the transport of goods from one point on those two rivers to another, without going out to sea, is, in fact, internal trade, and that under such circumstances vessels, under whatsoever flag it may be, must pay the same dues as Ottoman vessels or boats, and that British vessels, whether coming loaded from abroad and entering one of those two rivers with their cargoes, or issuing therefrom to the sea laden with Ottoman produce, and bound for foreign countries, after having paid the dues payable on their cargo, according to the Treaty and Tariff, are only liable to the payment of "palamar aktchesi" (*i.e.*, right of mooring), or cable money, on entering or leaving the Tigris or Euphrates, like all other foreign ships coming to other parts of the Ottoman Empire. For these reasons, on the 6th Rebiul-akhir, 1262 (1846), instructions were sent to Bagdad directing, as above, that the same dues should be levied on British merchant-vessels engaged in internal trade as on boats belonging to Ottoman subjects, and that after the Custom-house duties payable on their cargoes shall have been levied on merchant-ships of the same nation, either coming from abroad or going abroad, a sum of 5 piastres cable money should be levied, and that nothing over and above that should be exacted.

You will be so good as to act according to the above rules.

(Sealed) MEHEMED.

3 *Redgeb*, 1277 (*January* 15, 1861).

[An order similar in effect to (No. 3) appears to have been issued in 1862.]

Annex II.

Despatches from Sir Stratford Canning in 1846 on the question of the Navigation of the Tigris and Euphrates.

No. 1.

Sir Stratford Canning to the Earl of Aberdeen.—(*Received April* 1.)

(No. 15.) *Constantinople, March* 18, 1846.

My Lord,

AN attempt has been made by the Pasha of Bagdad to forbid the navigation of the Tigris and Euphrates by British merchant-vessels otherwise than under the flag of the country, and to levy duties upon them hitherto confined to Ottoman subjects. The accompanying extracts from the despatches addressed to me upon this subject by Her Majesty's Consul at Bagdad will supply the particulars, for your Lordship's more complete information. They may also serve to exhibit Major Rawlinson's own view of the subject as relates more especially to the duties.

Looking to the future extension of our trade, and knowing the character of Nejib Pasha, I could not but feel the importance of regulating the questions he had raised, by means of a direct understanding with the Porte, and before any new commercial enterprises had confirmed the jealousy which he is ever ready to entertain.

In order to effect so desirable a purpose it was necessary for me to consult the fair interests of the Porte, and not to leave room for any question as to our doubtful right of conveying merchandize in our own vessels, and under our own flag, beyond the customary port of entry at Bassorah. Thus circumstanced, I should have hesitated to enter upon such delicate ground without the advantage of a special instruction, had not the principles by which I was to be guided received your Lordship's sanction, and that of the Board of Trade, on a former occasion. In the spring of 1842, Major Rawlinson's predecessor at Bagdad referred to me certain points of difference which had arisen between him and the Pasha, or for the discussion of which he was anxious to be prepared. I stated my opinions agreeably to Colonel Taylor's request, and having submitted them subsequently to your Lordship, had the satisfaction to find that they were approved.

With these recollections to guide me, I applied to the Ottoman Minister for the removal of those obstacles which Nejib Pasha had raised to the free navigation of our vessels on the waters under his jurisdiction, and when difficulties were made as to meeting my wishes to their full extent I proposed an arrangement, which, by means of some discussion between the interpreters, and after much delay, was finally accepted, and laid before the Sultan. His Highness' assent is not at all likely to be withheld, and as soon as it is given, the necessary instructions will be transmitted to Nejib Pasha, and communicated to Her Majesty's Embassy.

The substance of the Agreement is this: British vessels, qualified to navigate as such, will be allowed to pass up and down the rivers without obstruction under their own flag, paying for the merchandize on board according to the Treaty of Balta Liman, and staying to carry on the internal traffic at their pleasure. British-owned boats or vessels built in the country and employed in the internal trade will pay duty on the same terms, but will not be allowed to bear the national colours. Those vessels which pass up the rivers beyond the port of entry will pay an anchorage duty of 5 Turkish piastres on each vessel, a charge considerably less than half the amount levied under that denomination on British vessels here.

I trust, my Lord, that by making this arrangement I have permanently secured to our merchants the right of navigating the waters of Mesopotamia under the protection of their own national flag as high as the draught of the vessels which bear it will allow, while the charges to be levied on their merchandize are only those which we could not, with any show of justice or shadow of propriety, refuse. With respect to the country-built boats, which Major Rawlinson describes as having enjoyed the use of British colours for many years, I can only submit that they have enjoyed that advantage illegally as regards the laws of the United Kingdom, and that although I should be glad, for the sake of appearance, to spare their owners the fancied humiliation of a change, I cannot forget that they are now to be exempted from every charge other than that upon the goods on board, and I trust also that there will no longer be any distinction between steamers and sailing-vessels.

But should I be mistaken in these respects, it is open for your Lordship to object to the present arrangement, and as such objection would no doubt be founded upon a sound

view of our rights, there could be no great difficulty in correcting my error. A copy of the instructions destined for the Pasha of Bagdad shall be forwarded to your Lordship by the next opportunity.

I have, &c.
(Signed) STRATFORD CANNING.

Inclosure 1 in No. 1.

Major Rawlinson to Sir Stratford Canning.

(Extract.) *Bagdad, September* 3, 1845.

AN application was made to me by the authorities of this place some months ago for the realization of certain duties, which were stated to be owing by various parties at Bagdad enjoying English protection, either as British or Russian subjects, or in virtue of their employment in the Government service.

I objected to the demand at the time, on the ground of the long period during which British dependents at this place had been exempted from similar liabilities, and I imagined that the plea had been admitted. It appears, however, that the authorities deemed it their duty to refer the question to Constantinople, and having received instructions in reply to levy the objectionable taxes on all parties indiscriminately, they have again addressed me on the subject, and have intimated that unless I can produce an order for special exemption, they must at once proceed to a realization of the amount. Under these circumstances, I do myself the honour to present your Excellency with a Memorandum of the claims, and to subjoin a few remarks in explanation of them.

About twenty-four years ago, a tax named "talibiyeh" was instituted at Bagdad upon the river craft, in order to supply funds for the repair of the bridge, but as it was understood to be an irregular exaction, it was not attempted to be levied on boats in the hands of British subjects. The tax becoming productive was shortly afterwards diverted from its original purpose, and incorporated in the established services of Crown revenue, the exemption of British subjects from its operation being at the same time tacitly conceded.

That exemption it is now proposed to abrogate, and it becomes necessary, therefore, to examine the principles which may be involved in the application of the tax. The river boats belonging to British merchants at Bagdad are employed in two different species of traffic. During the favourable season they convey native produce to Bassorah for exportation and return with cargoes of British goods, while at other times they are made use of to supply the town with fire-wood, salt, and other articles of daily consumption, which are found on the banks of the Tigris. The "talibiyeh" duty is applied in different proportions to every trip which such a boat may make; it is calculated in reference to distance and tonnage, and may be assumed therefore to be levied on the cargo rather than the vessel. If such be the case, then the tax must be considered in its application to native produce intended for internal consumption as an oppressive levy, but one of which our merchants cannot complain as long as the most favoured classes of Turkish subjects are equally subject to it, while in regard to the trade with Bassorah it can hardly be regarded otherwise than as an infraction of the Treaty, inasmuch as it is in excess of the 12 per cent. leviable on exports and the 5 per cent. upon imports.

It is further necessary that I should point out to your Excellency that the "talibiyeh" duty leviable at Bagdad varies altogether in principle from the taxes which are imposed upon vessels navigating the river by the Arab Chiefs upon the banks, and which formed the subject of a reference made to your Excellency by my predecessor in 1843. Those taxes, amounting on each trip to about 1,500 piastres, your Excellency considered to be in a certain degree legitimatized by long usage, by their application to the vessel rather than to the cargo, and by their forming a perquisite of the Arab Chiefs, for which, in event of their suppression, the Turkish Government would be bound to afford indemnification. The present tax, on the contrary, is novel in its application to British boats; it bears directly upon the cargo, and it accrues immediately to the Government in excess of their legitimate dues, and without producing any advantage to the merchant either in regard to security or accommodation.

If your Excellency concur in the view of the case which I have adopted, you may perhaps think it advisable to procure a Vizirial letter to the authorities at Bagdad, sanctioning the application of the "talibiyeh" tax to British boats when they have cargoes of native produce intended for internal consumption, but confirming the exemption from its operation, which our merchants have hitherto enjoyed, when they load their boats with native produce for exportation, or with British goods and manufactures.

Inclosure 2 in No. 1.

Major Rawlinson to Sir Stratford Canning.

Bagdad, November 25, 1845.

(Extract.)

A SCHOONER, named the "Kerbelai," has not only been built at Bombay by a merchant of that place expressly for the navigation of the rivers of Mesopotamia, but the vessel has actually arrived at Bassorah, from whence her owners have transmitted to me a copy of their register (transcript of which is annexed), and have claimed the right of ascending the Tigris under British colours, and free of all demands from the Arabs who line the banks.

Before sending any answer to Bassorah, I have, of course, addressed his Excellency Nejib Pasha on the subject, and I have been informed in reply that, although his Excellency questions the right of any British vessel to navigate the river, except under special Firman from the Porte, he will not, pending a reference to Constantinople, place an absolute interdict upon the ascent of the vessel in question: but, at the same time, he demands (and apparently he makes the demand under authority), that she shall not hoist a British flag above the port of Bassorah. With regard to the demands of the Arabs, he observes that, if the vessel be in a condition to resist them, she is at liberty to do so; but, as his own authority over the tribes who inhabit the marshes is merely nominal, and as their power to impede the passage of any vessel not impelled by steam is undoubted, the owners of the schooner, he adds, must take upon themselves the responsibility incurred by any opposition upon their part to establish usage.

In conformity with the opinion recorded by your Excellency in your despatch to my predecessor, under date the 28th April, 1842, I shall recommend the captain of the "Kerbelai" to raise no question at present respecting the payment to the Arab Chiefs, to whose good-will he must be indebted for the possible accomplishment of the ascent of the river; but, after Turkish boats possessed by British owners, or owners under British protection, have been hitherto permitted for a period of forty years to navigate the river under British colours, I have a strong repugnance in the case of a British boat to acknowledge the right of the Bagdad Government to demand the substitution of a Turkish for an English flag. As the concession of this point, indeed, appears to be equivalent to a concession of our national right of navigating the Mesopotamian rivers for the purposes of trade, I think it better that the vessel in question should incur a loss by demurrage at Bassorah, pending an answer from your Excellency to my present despatch, than that, by appearing under Turkish colours, she should afford a precedent for the renewal of a demand, of which the propriety is certainly doubtful, and which your Excellency, after due consideration, may be proposed to resist.

The real question at issue appears to be, whether Bagdad can be considered a port? I referred this point on a previous occasion to Mr. Consul-General Cartwright, and he was clearly of opinion that, if a vessel built and laden at an Indian port could enter the River Euphrates, pass Bassorah, without breaking bulk or paying duty, and land her cargo at Bagdad, the latter place might then be held to be the port of the Tigris, as Sook-est-Shukh might be considered the port of the Euphrates and Bassorah that of the united rivers.

Hitherto we have had no instance of a vessel importing cargo direct from India to Bagdad (nor even of a British merchant-vessel appearing in the Tigris), but the "Kerbelai" is a case in point adapted to river, as well as to navigation. She can proceed without breaking bulk from Bombay to Bagdad, and if by so doing she can be admitted to have verified the claim of Bagdad to be considered as the port of the Tigris, then, of course, neither she nor any British vessel can be legitimately required to strike the national flag on ascending the river above the town of Bassorah.

I would not, in the present state of our relations with the Porte, have troubled your Excellency with the discussion of this question had the voyage of the "Kerbelai" promised to be an isolated, or even an unusual, circumstance; but not only is the schooner in question destined, as I have before observed, for permanent employment on the waters of Mesopotamia, but I have also within these few days been consulted with regard to our right of ascending the rivers by three different British mercantile houses, Messrs. Mills and Co., Messrs. Hector and Co., and Messrs. Lynch and Co., each of which parties are, it appears, independently, and more or less actively, engaged in preparing iron steam-vessels expressly for the navigation of the Tigris, the object being to supersede the present dilatory and uncertain method of bringing goods from Bassorah to Bagdad by sailing or tracking the river boats.

No. 2.

Sir Stratford Canning to the Earl of Aberdeen.—(Received April 24.)

(No. 53.)

Constantinople, April 4, 1846.

My Lord,

REFERRING to a previous despatch upon the same subject, I avail myself of the present opportunity to bring to your Lordship's notice the accompanying copies of two instructions, with one inclosure, addressed by me to Her Majesty's Consul at Bagdad respecting the navigation of the Tigris and Euphrates by British merchant-vessels.

I have, &c.

(Signed) STRATFORD CANNING

Inclosure 1 in No. 2.

Sir Stratford Canning to Major Rawlinson.

Constantinople, March 25, 1846.

Sir,

MY late discussions with the Porte respecting the navigation of the Tigris and Euphrates by vessels under British colours, and the duties to be paid by our vessels when engaged in that navigation, have terminated in an arrangement which I trust will prove no less satisfactory to the interests concerned than consistent with the principles acknowledged by Her Majesty's Government.

British-owned vessels will continue to navigate the waters of Mesopotamia under their national colours equally whether they are engaged in the foreign or in the internal trade, and they will pay upon the merchandize which they convey the amount of duties respectively applied to each case by the Convention of Balta Limun.

In the event of their being employed above the usual ports of entry in the internal traffic of the country, they will be liable to the anchorage duty which is always paid here, and which is sanctioned by the Capitulations; but instead of paying 12 piastres as levied upon each vessel in the harbour of Constantinople they will only pay 5 piastres.

There is no question of any difference between steamboats and sailing vessels.

With respect to vessels built in the country and owned by subjects of Great Britain, which cannot by our own regulations legally carry the national flag without registration under British authority, they will not pay higher duties than those required of the most favoured class of natives engaged in the internal trade, but they must be content to navigate like other vessels of the country. Though it is not impossible that such vessels as have hitherto abusively enjoyed the privilege of carrying their national colours may be tacitly allowed through favour to carry on the same practice, it would not, I conceive, be proper for any British authority to support a claim which is manifestly at variance with the enactments of our own Legislature, be the state of Turkish law what it will.

The prospects which are opening to our trade in the Eastern part of this Empire, and the importance which may justly be attached to the free navigation of its great rivers wherever our vessels can find a sufficient depth of water for that purpose, have made me anxious to place our very natural, though somewhat doubtful, claims upon a sound footing, sanctioned by the acknowledgment of the Porte itself. This object could only be attained by frankly admitting such of its pretensions as we could not in fairness or consistency dispute. The moment was favourable, and I was unwilling to neglect it.

I am not, however, yet in possession of the Grand Vizier's instructions to Nejib Pasha. The Council has sanctioned the proposal submitted to it by the Ottoman Minister for Foreign Affairs, but until the formal confirmation of the Sovereign be given, it cannot be made the subject of a definitive order to the provincial authorities.

The only object therefore of this despatch is to apprize you of the arrangement which is contemplated. I venture to hope that it will be in my power to send you a copy of the instructions destined for Nejib Pasha by the ensuing post. In the meantime, it will be a great satisfaction to me to find that the view which I have taken of this question accords in general with the result of your local observation and experience.

I am, &c.

(Signed) STRATFORD CANNING.

Inclosure 2 in No. 2.

Sir Stratford Canning to Major Rawlinson.

Constantinople, April 4, 1846.

Sir,

INCLOSED herewith I send you, in translation, a copy of the Grand Vizier's instruction to Nejib Pasha respecting the navigation of the Tigris and Euphrates by British merchant-vessels. In transmitting this document to you, I have nothing to add to the remarks and explanations contained in my former despatch to you upon the same subject. I rely upon your zeal to derive from its execution the fullest measure of advantage which it is capable of yielding to the interests of British navigation and commerce.

I am, &c.

(Signed) STRATFORD CANNING.

Inclosure 3 in No. 2.

The Grand Vizier to the Pasha of Bagdad.

Le 6 Rebi-ul-Achir, 1262 (2 Avril, 1846).

(Traduction.)

J'AI pris connaissance du contenu de la dépêche arrivée il y a quelque temps, de la part de votre Excellence, relativement aux droits que payent les bâtiments et les barques qui naviguent sur le Tigre et l'Euphrate.

En même temps, son Excellence l'Ambassadeur d'Angleterre résidant à Constantinople a représenté dans un "tacrir" que les bâtiments Anglais peuvent faire le commerce dans les deux fleuves susmentionnés, en payant les droits établis par le Traité, et il a demandé qu'une dépêche, conçue dans ce sens, fut écrite à votre Excellence.

Cette question ayant été référée au Surintendant de l'Hôtel des Monnaies, son Excellence a fait là-dessus un Rapport, dont la teneur suit:

"Le transport de marchandises d'une place à une autre sur les deux fleuves susdits, et sans sortir à la mer, est un commerce intérieur; ainsi, sous quelque pavillon que les navires et les barques fassent ce genre de commerce, il faut qu'ils payent dans ce cas les mêmes droits que l'on perçoit des patrons des barques, sujets de la Sublime Porte. On percevra des bâtiments marchands qui, venant sous pavillon Anglais des pays étrangers entrent dans l'un des deux fleuves avec un chargement de produits de la Turquie pour exporter et retournent à la mer, les droits fixés par le Traité et par le Tarif, après quoi on prendra des bâtiments marchands Anglais aussi qui fréquentent le Tigre et l'Euphrate, de même qu'on le prend des bâtiments marchands des Puissances étrangères qui viennent dans les ports de l'Empire Ottoman et d'après l'exemple existant, un droit d'ancrage qui, comme nous apprenons, consiste en 5 piastres par bâtiment."

Sur le rapport ci-dessus, auquel l'Ambassade Britannique a donné son adhésion, l'affaire a été soumise au Sultan pour consulter le bon plaisir de Sa Majésté Impériale, qui a ordonné de vous faire savoir par une dépêche qu'il faut mettre à exécution tout ce qui est nécessaire à cet égard.

En conséquence je vous écris et vous envoie cette dépêche afin que votre Excellence mette ses soins à ce que l'on prenne des barques de commerce Anglaises, qui, comme il a été dit plus haut, seront désormais occupées à faire le commerce intérieur sur les deux fleuves susdits, des droits conformes à ceux que l'on prend des barques des sujets Ottomans; et ce que l'on ne prenne sur les chargements des bâtiments Anglais qui viennent de dehors et qui vont dans un pays étranger, que les droits de douane établis, et qu'un droit d'ancrage consistant en 5 piastres; votre Excellence aura soin de ne rien faire prendre de plus.

(L.S.) RAOOF.

Annex III.

Memorandum communicated by Sir Lewis Pelly.

1. THAT before and since the Sublime Porte held authority over the rivers Tigris and Euphrates British vessels have been free to navigate these waters.

2. That in 1832 Colonel Taylor, then appointed our Political Agent at Bagdad, ascended the Tigris in a British vessel, flying the British flag, and that from that

period until now successive British Political Agents have had Government steamers on the Tigris uninterruptedly, carrying the British flag.

3. During the earlier portion of the same period British subjects (Hector and Co., Galliston and Kothick—afterwards British Vice-Consul) owned vessels on the Tigris, and plied commercially between Bussorah and Bagdad under the British flag.

4. That in 1834 the Sublime Porte granted a special Firman, at the request of the British Government, for the protection of two steamers under the British flag on the River Euphrates, "qui coule à peu de distance de Bagdad pour faciliter le commerce," and that, accordingly, the late the Honourable East India Company established two steamers, named respectively the "Tigris" and the "Euphrates," of which the former was lost in 1836.

5. That in 1838 three steamers belonging to the Honourable the East India Company were put together at Bussorah, and continued uninterruptedly and unquestioned to navigate the Tigris to and from Bagdad until the transference of the Company's government to the Crown.

6. That up to the year 1846 vessels under the British flag navigated the waters of the Euphrates and Tigris, exempt from all dues, and that in that year a Vizirial letter to the Turkish authorities at Bagdad, dated the 2nd April, 1846, instructed his Excellency that in communication with the British Embassy at Constantinople His Imperial Majesty had ordered that British vessels engaged in the "commerce intérieur sur le Tigre et l'Euphrate" should pay dues on an equality with Ottoman subjects.

7. That at the close of the year 1860 the British Embassy at Constantinople communicated with the Sublime Porte for the purpose of obtaining a "renewal" of the orders permitting two British steamers to run on the Tigris and Euphrates for the facilitation of trade; and that, accordingly, under date of the 15th January, 1861, a Vizirial letter was addressed by the Central Government at Constantinople to their Governor-General of Bagdad, which ran as follows:—

(Translation.)

"To the Governor-General of Bagdad, &c.

"The British Embassy having recently made certain communications for the purpose of obtaining a renewal of the orders which were sent concerning the British steamers and boats authorized by Her Majesty to ply on the Rivers Tigris and Euphrates, it has appeared from the register that permission having on a former occasion been applied for by it to station two steamers on the River Euphrates at Bagdad, and to run them by turns, for the purpose of facilitating trade, two Firmans, dated respectively the end of Shaban, 1250 (1834), and the beginning of Redjeb, 1257 (1842), were addressed to the late Governor-General of Bagdad, Ali Riza Pasha, authorizing the permanent station of two steamers on that river providing it were proved and established that the advantages resulting therefrom would be mutual, and that no sort of inconvenience would ensue therefrom. Further, that in virtue of a report received respecting the dues payable by vessels and boats navigating the Euphrates and Tigris, and in conformity with the request of the British Embassy for Vizirial instructions, on the ground that British merchant-vessels might trade in those two rivers after payment of the fixed dues according to Treaty; and considering that the transport of goods from one point on those two rivers to another, without going out to sea, is in fact internal trade, and that, under such circumstances, vessels, under whatsoever flag it may be, must pay the same dues as Ottoman vessels or boats, and that British vessels, whether coming loaded from abroad and entering one of those two rivers with their cargoes, or issuing therefrom to the sea laden with Ottoman produce, and bound for foreign countries, after having paid the dues payable on their cargo according to the Treaty and Tariff, are only liable to the payment of 'palamar aktchesi' (*i.e.*, right of mooring), or cable money on entering or leaving the Tigris or Euphrates like all other foreign ships coming to other parts of the Ottoman Empire. For these reasons, on the 6th Rebiul-Akhir, 1262 (1846), instructions were sent to Bagdad, directing, as above, that the same dues should be levied on British merchant-vessels engaged in internal trade as on boats belonging to Ottoman subjects, and that after the Custom-house duties payable on their cargoes shall have been levied on merchant-ships of the same nation, either coming from abroad or going abroad, a sum of 5 piastres cable money should be levied, and that nothing over and above that should be exacted.

"You will be so good as to act according to the above rules.

(Sealed) "MEHEMED.

"3 *Redjeb*, 1277 (*January* 15, 1861)."

Thus expressly acknowledging that the Firman of 1834, and another Firman of 1842, had authorized the permanent stationing of two steamers at Bagdad, to run alternately for the purposes of trade, and that British vessels entering or leaving the Tigris or Euphrates should pay certain specified dues.

8. That during 1861 a British Trading Company, calling itself the "Euphrates and Tigris Steam Navigation Company" was formed, and from that time to the present has not only enjoyed continuously and unquestioned the rights of innocent navigation on the Tigris and Euphrates, but they have been, and still are, receiving a subsidy from Her Majesty's Indian Government for the conveyance of the mails between the sea-port town of Busreh and the provincial capital of Bagdad.

9. That within the twenty-two years during which the British Steam Company has existed frequent communications have passed between the British and Turkish Representatives concerning their steamers, and that from time to time, as steamers have been lost or become unfit for work, other steamers have been sent out from England, have been put together at Bussorah, and have taken up the work on the River Tigris, with the full knowledge and concurrence of the Turkish Government.

10. Further, that during this same period depôts have been established by this British Company at convenient points along the Rivers Tigris and Euphrates; that complete establishments for working the mail, passenger, and cargo services have been organized; and that the organization and large expenditure of the Company have been of indisputable benefit to the commerce of the country, for the saving of human life during periods of famine, and for the protection of a large number of British Indian subjects visiting Bagdad and the shrines at Kerbela and Kathemain.

11. That, under all the foregoing circumstances, not to mention others of a more detailed but equally favourable character, and which are doubtless recorded in Her Majesty's Foreign Office, the Directors of the Tigris and Euphrates Company feel confident that the British Government will not assent to their being suddenly and arbitrarily expelled their line of trade, in which large sums have been expended, and toward the promotion of which numerous British subjects have subscribed in full reliance upon the assurances of the British and Turkish Government, and in full reliance further on their own prescriptive rights, based on almost immemorial usage, and other circumstances which give to an original Concession the force of law.

12. Copies of translations of the Firmans and Vizirial letters referred to above are appended.

Annex IV.

Instructions addressed to Mr. Goschen, June 19, 1880.

HER Majesty's Government regard permission to use barges as a right; but if you are in doubt as to facts of the case, consult Consul-General at Bagdad.

[*Note.*—It does not appear from the correspondence what action Mr. Goschen took on this instruction.]

Observations by Mr. Plowden.

I SHOULD like to add the following observations to Mr. Kennedy's Memorandum.

2. There are two questions under consideration. One, the right of British merchants in general to trade on the Tigris in British registered vessels flying the British flag. The other, the conduct of the Ottoman Government in stopping by force two British steamers engaged in trade on the Tigris under the British flag, and carrying British mails.

3. The Firman of the 29th December, 1834, has not, it appears to me, any bearing upon the matter. It was issued in connection with Colonel Chesney's project for establishing communication with India viâ the Euphrates, for which the House of Commons had voted 20,000*l*. The Firman of August 1841 is, I think, also irrelevant. The Chesney expedition was broken up in 1837, but the two steamers employed in it were retained on the Euphrates under the command of Captain H. B. Lynch, and the Firman of August 1841 was issued to secure for him from the local authorities such aid and protection as he might require.

4. If, then, the Firmans of 1834 and 1841 are to be regarded as irrelevant, upon what basis can the claim of British merchants in general to trade on the Tigris in British registered vessels flying the British flag be said to rest? The answer is, that claim rests:—

(1.) Upon usage for many years prior to 1846.

(2.) Upon the terms of the arrangement of 1846; which arrangement was confirmed and renewed by the Porte in 1861 and 1862.

(3.) By the usage of the last twenty years.

5. As to usage prior to 1846: Major Rawlinson, writing in 1845, says that "Turkish (*i.e.*, country built) boats possessed by British owners, or owners under British protection, have been hitherto permitted for a period of forty years to navigate the river under the British flag." Again, in an Agreement signed in 1823 by Daud Pasha, then Vali of Bagdad, the following clause occurs, which shows that vessels the property of British merchants were then employed in navigating the Tigris between Bagdad and Busrah (Bussorah):—

"Clause 6. No tax except one previously well defined and arranged shall be levied on boats, the property of British subjects and protégés, *such, for instance, as pass between Bagdad and Bussorah*; nor shall the property of merchants, being British subjects or protégés arriving at Bagdad, otherwise than is usual on the arrival of the same at Bussorah, enter the custom-house contrary to stipulation and covenant."

6. Next, as to the arrangement of 1846; I think it was something more than an understanding. There were in 1846 two questions under discussion. One was precisely the question now under consideration, viz., the right of British merchants to navigate the Tigris (and the Euphrates) under the British flag; the other, the dues which such merchants should pay. The correspondence shows that the fact that British vessels were employed, and had for a long series of years been employed, in navigating the Tigris, was admitted; but that Nejib Pasha, then Vali of Bagdad, "questioned the right of any British vessel to navigate the river, except under special Firman from the Porte." The result was a compromise. Sir Stratford Canning waived the right of British vessels other than those qualified to navigate as such, *i.e.*, registered vessels to fly the national flag on the Tigris, and the Porte gave in respect to these vessels, and under certain conditions as to dues, its formal sanction to the continuance in future of the usage of the past. This settlement was described by Sir Stratford Canning as an Agreement; it was submitted to the Sultan, and, as stated in the Vizirial letter of the 2nd April, 1846, received His Majesty's assent. The definite character which attaches to this Agreement is however evident, not only from Sir Stratford Canning's despatches of the 18th and 25th March and 4th April, 1846, and from the Vizirial letter of the same year, but also from the Foreign Office letter of the 17th February, 1860, written under Lord John Russell's orders to Lynch and Co., and from the Vizirial letter of the 15th January, 1861, which speaks of "a renewal of the orders which were sent concerning the British steamers and boats *authorized by His Majesty to ply on the Tigris and the Euphrates.*"

I submit, therefore, that the arrangement of 1846 is, and was understood at the time to be, a formal Agreement issued under the direct authority of the Sultan, whereby the usage of the past was acknowledged, and its further continuance sanctioned under certain definite conditions agreed to by both parties.

7. There remains the question of the manner in which the right of British vessels to navigate the Tigris has been exercised during the last twenty years. It is a fact which cannot be denied, that for the whole of this period two British steamers have maintained a weekly service on the Tigris between Bagdad and Bussorah for the conveyance of cargo, passengers, and British mails. But it is also true that difficulties have from time to time been raised by the Turks, and in the correspondence connected therewith the weak point of the case may perhaps be thought to lie. In this correspondence the Turks, starting with the assumption (based on the *Euphrates* Firman of 1834) that two and only two British steamers were allowed to navigate the Tigris, declared that the British Company which owned the steamers was employing or intended to employ more than two steamers. As noticed by Mr. Kennedy, the British Company in question, for reasons of its own, was not averse to the idea that only two British steamers were allowed to navigate the Tigris, and the Turkish objections were met, not by pointing out the fundamental error in their argument, but by showing that, as a matter of fact, only two steamers were being employed by the Company. In other words, the Turks were told that, assuming only two British steamers are allowed on the Tigris, that number and no more are being actually

employed in the navigation of the river. It may be unfortunate that this line of argument was followed, but the fact remains that the steamers were placed on the Tigris, and have been maintained on that river ever since, in pursuance of the Agreement of 1845, renewed and confirmed in 1861 and 1862 with special reference to them. Moreover, if it were really the case that owing to this correspondence the Agreement of 1846 had become invalid, it might be expected that the Porte would urge this plea. But it has not done so, and surely it is not for the British Government to raise the question. On the contrary, if the telegrams in the papers are true, the Porte has recognized the validity of the Agreement of 1846, for it has formally annulled the Vizirial letters which gave effect to it. Either these letters were valid or they were not; if they were not valid, it was not necessary to annul them.

8. Moreover, what is the position of the Turks under this same correspondence? They acknowledge in it the right conferred by Firman of a British Company to maintain two, and only two, steamers on the Tigris. Afterwards they shift their ground, and say that the right conferred by this same Firman refers only to the Euphrates. What, then, becomes of the original contention, that the right was limited to two steamers on the Tigris? Obviously, it was a wrong contention. Hence, on their own showing, the Turks have placed a limit which they had no right to place on the number of British steamers navigating the Tigris. Further, again on their own showing, the Firman on which the Turks have hitherto relied relates only to the Euphrates. How, then, do they account for the presence of British steamers on the Tigris? The only possible answer is—under the Agreement of 1846.

9. Mr. Kennedy suggests that my opinion should be taken as to the "real signification of the several documents issued by the Porte in regard to the local names of the rivers." I do not myself think there can be any doubt that up to their point of junction at Kornat the Tigris and Euphrates are wholly separate rivers. No inhabitant of Mesopotamia could possibly confuse the two streams. Every one knows the Tigris as the "Dijleh," and the Euphrates as the "Frāt." From Kornat to the sea the local name for the united stream is "Shāt-ul-Arab."

10. With regard to the second question—the conduct of the Porte in the matter—I agree with Mr. Kennedy's remarks on p. 43 of his Memorandum. But I also go further. The intention of the Porte is not only to injure British commerce in these regions, but also to strike a blow at British political influence, and annoy and affront the British Government. This is shown not only by the conduct of the Porte in the present instance, but also by its action in the matter of the barges, which were stopped under a most improper threat of force; by the attack on the steamer "Khalifa," for which no satisfaction has been obtained; by the determined attempt to stop the Bagdad desert post; by the miscarriage of justice in the Mylne case, in which an Englishman was brutally murdered; and by the conduct of the Governor-General of Bagdad and other high Ottoman officials in abstaining from paying the British Resident and Consul-General the customary visit of congratulation on the Queen's birthday. If it is true that one of the two wires of the Indo-European telegraph has been removed, this fact is further evidence of the unfriendly sentiments of the Porte. For while the stoppage of the steamers prevents letter communication with India, the removal of the telegraph wire will seriously impede and often entirely prevent telegraphic communication. The next step will be the forcible stoppage—threatened when I was at Bagdad, and only prevented by Lord Dufferin's vigorous interposition—of the desert post maintained by the British Consul-General, which will cut off mail communication with Constantinople and England except by the wholly untrustworthy Turkish post.

TREVOR CHICHELE PLOWDEN.

London, July 31, 1883.

No. 93.

*Aarifi Pasha to Musurus Pasha.—(Communicated to Earl Granville semi-officially, July 24.)**

(Télégraphique.) *Constantinople, le 22 Juillet*, 1883.

AINSI que je vous disais dans mon télégramme responsif du 16, le Gouvernement Impérial a examiné avec toute l'attention qu'elle comporte la question de la navigation dans le Tigre et l'Euphrate des steamers de la Compagnie Lynch. Le résultat de cet examen peut se résumer comme il suit:

Deux Firmans Impériaux, émanés successivement, confèrent à la Compagnie Lynch, à des conditions parfaitement déterminées, le privilège de faire naviguer, à tour de rôle, deux bateaux à vapeur dans "l'Euphrate seulement."

Ces documents sont les seules bases de l'immunité accordée à la Compagnie en question. Vous voudrez bien remarquer que rien que le droit de navigation accordé pour l'Euphrate seul constitue déjà en lui-même un privilège important et tout à fait exceptionnel, puisque, en droit comme aussi dans la pratique, il est sans exemple que la navigation des mers et eaux intérieures d'un État soit concédée autrement qu'à des Sociétés indigènes et sujettes de cet État.

Il est vrai que deux lettres Vizirielles, adressées au Gouverneur-Général de Bagdad en date du 6 Rébi-ul-Akhir, 1262, et 3 Redjeb, 1277, ont été reproduites ultérieurement par l'Ambassade de Sa Majesté Britannique à l'appui de la faculté de la Compagnie Lynch de faire naviguer ses bâteaux également sur le Tigre; mais en ces pièces à la suite d'un examen impartial, il serait facile de voir qu'elles ne parlent que de généralités et ne mentionnent point d'une manière claire et précise le droit de naviguer également sur le Tigre; qu'elles ne contiennent, à la rigueur, que certaines explications et l'énumération de droit d'amarrage et autres perçus sur les navires marchands étrangers fréquentant les ports Ottomans. En supposant même un instant qu'elles fussent empreintes d'un certain caractère explicite, elles ne sauraient, dans tous les cas, avoir même force et valeur que les Firmans Impériaux précités, ni en modifier ou invalider les dispositions essentielles.

Il y a une particularité qu'il est utile de vous signaler: c'est celle de l'omission de plusieurs lignes dans la traduction de la première lettre Vizirielle, traduction qui nous a été communiquée par vous et par l'Ambassade de Sa Majesté Britannique à Constantinople. Votre Excellence la remarquera dans la traduction exacte et *in extenso* que je me réserve de lui transmettre par la poste.

En soumettant ce qui précède à l'appréciation équitable et éclairée de Lord Granville, votre Excellence aura soin d'assurer sa Seigneurie de notre intention loyale de sauvegarder, dans toute son intégrité, le privilège conféré à la Compagnie Lynch dans les limites des stipulations des Firmans Impériaux susmentionnés.

Nous aimons, en même temps, à espérer qu'en présence des explications nettes et franches que nous venons d'énoncer, sa Seigneurie voudra bien reconnaître qu'il n'existe plus aucun motif pour donner suite à la protestation formulée dans sa note adressée à votre Excellence en date du 11 de ce mois, protestation qui devrait naturellement cesser d'avoir un effet quelconque au sujet des mesures conservatoires prises par les autorités de Bagdad.

No. 94.

Mr. Lynch to Earl Granville.—(Received July 24.)

The Euphrates and Tigris Steam Navigation Company (Limited),
3, Salter's Hall Court, Cannon Street, July 23, 1883.

My Lord,

I HAVE the honour to inform you that I have received a telegram this morning, dated Bagdad, 22nd instant, informing us that as regards the seizure, stoppage of the conveyance of cargo (which is kept in barges), and return of the passengers, that the situation is absolutely unchanged.

I shall feel very much obliged for your Lordship's instructions in this matter as to what should be done under these onerous circumstances, now continued for nearly a month.

I have, &c.
(Signed) T. K. LYNCH, *Chairman.*

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* N.B.—Communiqué officieusement et seulement pour que Lord Granville se rappelle bien le contenu du présent télégramme dont Musurus Pacha lui a donné lecture.

No. 95.

Acting Consul-General Tweedie to Earl Granville.—(*Received July 24, 4·20 P.M.*)

(Commercial.)
(Telegraphic.)

Bagdad, July 24, 1883.

MAIL-STEAMER arrived 22nd with nine British-Indian subjects, pilgrims, under passports, countersigned by Government of India, Home Secretary.

Her Majesty's Consul at Bussorah passed them on board there.

Nevertheless, on my yesterday representing facts to Vali, through Dragoman, in friendly manner, his Excellency resolutely refused to relax his preventive cordon in their favour.

Foregoing sent to Embassy to-day.

No. 96.

Earl Granville to Mr. Wyndham.

(No. 118. Commercial.)

Foreign Office, July 24, 1883.

Sir,

THE Turkish Ambassador called upon me to-day and read to me a telegram from the Turkish Minister for Foreign Affairs, stating that the Porte had examined with attention the question of the navigation of the Tigris and Euphrates by the steamers of Messrs. Lynch and Co. From this examination, it appeared that two successive Imperial Firmans conferred on the Company upon certain defined conditions the privilege of navigating the Euphrates alone by two steam vessels in turn. These documents were the only bases of the immunity granted to the Company, and the right of navigation in the Euphrates alone constituted an important and exceptional privilege, since it was contrary to all usage and precedent that the navigation of the internal waters of a State should be conceded to other than native Societies, subjects of that State.

The telegram went on to say that two Vizirial letters, addressed to the Governor-General of Bagdad, under date of the 6th Rebi-ul-Akir, 1262, and 3rd Redgeb, 1277, had been lately produced by Her Majesty's Embassy in support of the right of the Company's vessels to navigate the Tigris also; but it was argued that these documents were only expressed in general terms, and did not mention the right of navigation on that river in clear and precise terms, and, strictly speaking, only contained certain explanations, and an enumeration of the anchorage dues and other imposts levied on foreign merchant-vessels frequenting Ottoman ports. Even supposing for an instant that they had any explicit character, they could not in any case have the same weight and validity as the Imperial Firmans above referred to, nor modify, nor invalidate the essential provisions of these latter instruments.

Musurus Pasha was further informed that in the translation of the first of the Vizirial letters as produced by the Embassy a passage of several lines appeared to have been omitted, and that a complete translation would be forwarded to him by post.

He was instructed to assure me of the intention of the Porte to maintain in its full integrity the privileges conferred on Messrs. Lynch and Co. within the limits of the stipulations of the above-mentioned Firmans, and to express their hope that in view of these explanations I should recognize that there was no occasion to proceed further as regards the protest contained in my note to his Excellency of the 11th instant.

Musurus Pasha added some observations of his own, pointing out in particular that the Vizirial letter of the 15th January, 1861, stated that the privilege conferred by the Firmans of 1834 and 1842 was subject to the proviso, "that it were proved and established that the advantages resulting therefrom would be mutual, and that no sort of inconvenience would ensue."

I told Musurus Pasha that the arguments brought forward by the Porte did not convince me as to the question of right, but that that was a matter on which, so far from wishing to give an off-hand opinion, I was ready carefully to consider and discuss whatever there was to be said on either side.

But that of which there could be no doubt was, that suddenly to put a stop to a practice which had grown up and had been maintained for many years, without giving notice of such an intention either to Her Majesty's Government or to the

Company, thereby causing serious losses to the latter and creating difficulties to the former as regards the transmission of the mails, constituted an act of an unfriendly and discourteous character unlike anything which is usual between two nations living in relations of peace and amity.

Musurus Pasha endeavoured to recommend a friendly arrangement, by which the Company should waive all claims to compensation or damages.

I replied, it was impossible for me to say that such an agreement would be entertained unless the arrangements for the future were satisfactory to the Company. But that if the present arbitrary interference was discontinued, I should be ready to go fully into the whole question with his Excellency.

I am, &c.
(Signed) GRANVILLE.

No. 97.

Acting Consul-General Tweedie to Earl Granville.—(*Received July 25.*)

(No. 16.)

Bagdad, June 29, 1883.

My Lord,

IN continuation of marginally-cited correspondence* on subject of navigation of Tigris by Messrs. Lynch and Co.'s steamers, and in further explanation of my telegram, in cypher, of to-day, I have the honour very respectfully to inclose, for your Lordship's information, copy of my despatch of to-day's date to Her Majesty's Chargé d'Affaires, Constantinople, and of its inclosures.

I have, &c.
(Signed) W. TWEEDIE, *Lieutenant-Colonel.*

Inclosure 1 in No. 97.

Acting Consul-General Tweedie to Mr. Wyndham.

Bagdad, June 29, 1883.

IN continuation of marginally-cited correspondence, I have the honour most respectfully to acknowledge the receipt on the 20th instant of a telegram from you, in cypher, intimating that you had taken the requisite action for the prevention of precipitate measures with regard to the Tigris navigation question, pending its being dealt with at Constantinople; and again, on the 26th idem, of a further telegram from you, also in cypher; in reply to which I had the honour of the same day representing to you, by a telegram in cypher, that the Tigris and Euphrates Navigation Company has no steamer here, except the two actually running, in alternate weeks, between Basrah and Bagdad, not to mention a small steam-launch, the property of their engineer, who keeps it to take him to any part of the river where accident or obstruction to a mail-steamer may require his presence.

2. In submitting the above explanation, I was not unconscious that the Government of the Wilâiat had, in all probability, been once more mixing up the despatch-boat "Comet," belonging to the marine branch of the Government of India, which has been attached to our political establishment in Turkish Arabia for upwards of thirty years, with the question of Messrs. Lynch and Co.'s steamers; but a reference to a predecessor's despatch to your Office, dated the 8th June, 1874, as confirmed by Mr. Consul-General Plowden's more recent letter on the same subject of the 28th March, 1881 (please see more particularly its 18th paragraph), would appear to show that no question about the "Comet" can be considered as falling in reality within the scope of this correspondence.

3. Yesterday the events occurred, and came, informally, to my knowledge, which are narrated in letter of to-day's date, from Manager, Euphrates and Tigris Steam Navigation Company, copy of which (Inclosure 2) is herewith submitted for information. It was also evident that the action of the Local Government in posting sentries along the river bank for the purpose of taking certain unknown measures against a British steamer was causing excitement among the more inflammable portion of the Bagdad populace. For some reason unknown to me most of the soldiers in question were, I rather think, withdrawn after sunset.

* Nos. 1 and 47.

1. About the same time an official letter from his Excellency the Wali (Inclosure 3) was delivered at the Consulate. Vague as it was, and rather weaker indeed in its terms than his Excellency's previous communication to me on the same subject, it was nevertheless impossible to separate the circumstance of its being sent at that particular time from all that was going on hard by; and from the somewhat general apprehension in Bagdad that our mail-steamer, then within twelve hours of sailing, was about to be taken possession of by Turkish soldiers. Late as it was, I therefore thought it my duty to prepare and send to his Excellency, at his private residence, a letter, of which a translation (Inclosure 4) is attached; not from any lingering hope of inclining him to reasonable and moderate courses, but merely that the reception by me in silence of such a letter from him might not, by any possibility, be afterwards turned to account for the justification of his measures.

5. This morning the steamer "Khalifah" left her moorings, and passed unchallenged down the Tigris as usual.

6. It will however appear from the above-quoted letter subsequently written to me by the Company's agent (Inclosure 2); firstly, that she was yesterday prevented from taking in all her cargo, and otherwise subjected, under the orders of his Excellency the Wali, to treatment the reverse of just or friendly; secondly, that there is every reason to apprehend she will, on reaching Basrah, be restrained from discharging her cargo, so as to be ready to return next week to Bagdad with the letter and parcel mails of the Government of India; and, thirdly, that when her sister steamer, the "Majidiah," reaches Bagdad, to-day or to-morrow, with the Indian mails, serious difficulty is to be anticipated, owing to obstructive action of a similar kind, which it is clearly the present intention of the authorities of this Wilâiat to take in regard to her.

7. The circumstances now detailed will, I respectfully and deferentially trust, be considered to form sufficient grounds for the tenour of my cypher telegram to you of to-day's date, paragraphs 1 to 4 of which only have been telegraphed also direct to Her Majesty's Foreign Office.

P.S.—Since above was written, it has occurred to me to represent to you, in a second cypher telegram, how incumbent it appears to be on us to maintain unaltered the long-established means of transit between India and Bagdad; were it but for the sake of the large number of Her Majesty's Indian subjects settled here, and of the crowds of their co-religionists flocking every year from Bombay to the famous places of religious worship situated in this immediate neighbourhood.

2. In the same telegram I have also ventured to allude to a well-known fact, that a wealthy Bagdad Jew, called Mamhim, understood to be in special favour in certain high quarters here, is anxiously waiting for our steamers to be stopped, that he and his partners may, without any serious competition to fear, establish a steamer service of their own in lieu of them—a fact, as I would respectfully submit, well calculated to throw light at once on the source of the several misrepresentations on this subject which would appear to have reached the Sublime Porte from Bagdad, and on the precipitancy of the action by means of which the attainment of the desired object has been sought to be compassed locally.

Inclosure 2 in No. 97.

The Manager, Euphrates and Tigris Steam Navigation Company, to Acting Consul-General Tweedie.

June 29, 1883.

WE have the honour to report, for your information, the following circumstances:—

Upon the arrival here of the Turkish steamer "Meskena" on 23rd instant, the "Mosoul" was alongside the custom-house waiting to start for Busrah. The Company's steamer "Khalifah," which arrived here on 22nd, was next to the "Mosoul," with her inward cargo still on board, waiting to come alongside to discharge. The "Meskena," instead of dropping anchor as usual mid-stream, steamed up and made a determined attempt to get between the "Mosoul" and the custom-house wharf, and so occupy the berth for discharging, for which our steamer had been waiting three days. As our Commander declined to slack away his chains to allow this, the "Meskena" eventually had to drop astern to allow the "Mosoul" to get out, and the "Khalifah" came alongside. During the night, however, some

men from the Turkish steamer got on board and cast off one of the moorings of our vessel. The next day a chain was made fast across the discharging gangway, so that the hamals could not work, and we were subjected to other annoyances, notwithstanding which, however, we managed to get everything out of the ship, and were loading without further interference, until shortly after noon yesterday, when the Custom-house Master informed us he had received orders from the Vali to prevent our steamer taking in cargo, and the gates of the custom-house were immediately closed. We personally represented that there was cargo already cleared which we had undertaken to convey to Basrah, where we had a steamer waiting to carry it to its final destination at London, Marseilles, and other European ports, and requested to be allowed to complete this steamer; but the Customs officials were inexorable, and would not permit another package to go on board the steamer. Zaptiehs were then placed at all available points to prevent passengers going on board the ship, and all communication therewith was practically stopped.

What the next obstructive movement will be it is impossible to foresee, but as the Custom-house Master informed us, we should not be allowed to load or discharge in future; it seems probable that failing the courage to use actual force to prevent our steamers from running, the Turkish Government has adopted this mode of persecution to compel us to withdraw from the river, and we have the honour to request that you will take such steps as you may deem necessary to prevent any interference with a privilege which this Company has enjoyed for upwards of twenty-one years.

Inclosure 3 in No. 97.

The Governor-General of Bagdad to Acting Consul-General Tweedie.

(Translation.) *June* 28, 1883.

TELEGRAM has come from Minister of Interior that, as Lynch and Co. are permitted to run their two steamers by turn on the Euphrates, not on the Tigris, the prohibition of their using latter is necessary.

These circumstances have been communicated to those whom it is right to inform of them, and I have the honour to inform you.

Inclosure 4 in No. 97.

Acting Consul-General Tweedie to the Governor-General of Bagdad.

Bagdad, June 28, 1883.

IN reply to your Excellency's letter of to-day (not delivered till past sunset), I write to say that, as the latest telegram received from the British Embassy shows the question of these steamers to be under the consideration of the two high Governments, I would once more ask leave strongly to deprecate any change in existing arrangements being made at Bagdad in the meantime, seeing that a short delay cannot signify in the case of steamers which have been running on the Tigris for nearly twenty-five years. All that time these steamers have been like guests in His Imperial Majesty's dominions, receiving and conferring benefits. And if they are now regarded differently, do not the claims of hospitality require that any change thought desirable in regard to them should be brought forward by deliberate and friendly, not precipitate and summary methods.

No. 98.

Mr. Cooke to Earl Granville.—(Received July 25.)

Chamber of Shipping of the United Kingdom,
12, St. Michael's Alley, Cornhill, July 23, 1883.

My Lord,

I HAVE the honour to inform your Lordship that the Executive Council of this Chamber have received several complaints as to serious impediments which have been placed in the way of British vessels navigating the River Tigris between Bussorah and Bagdad. From papers which have been laid before the Executive Council, it would

appear to be clear that for a number of years past British vessels trading (for purely commercial purposes) have been allowed to navigate the River Tigris and to embark and disembark their cargoes there. As, however, impediments to the navigation of the Tigris have now been interposed by the Turkish Government, I am desired by the Executive Council to respectfully request your Lordship to use the influence of Her Majesty's Government to induce the Turkish Government to remove all restrictions from the free navigation of the Rivers Tigris and Euphrates. If this could be effected by the British Government the Executive Council have reason to believe (seeing that the Canal tonnage visiting the port of Bussorah was only 7,110 tons in the year 1871, and had increased in the year 1882 to no less than 74,760 tons) that the trade of those regions would develop enormously to the mutual benefit not only of this country, but also of the inhabitants of the regions through which the Rivers Tigris and Euphrates flow.

I have, &c.
(Signed) W. H. COOKE, *Secretary.*

No. 99.

Mr. Wyndham to Earl Granville.—(*Received July* 25, 4 P.M.)

(Commercial.) *Constantinople, July* 25, 1883.
(Telegraphic.)

I RECEIVED the following telegram from Consul-General at Bagdad dated yesterday:—

"Manager formally complained that before last steamer left Bussorah for Bagdad, Bussorah Government kept two soldiers on board her armed with guns, and relieved periodically, prevent her taking cargo or passengers. (See Capitulations, sections 1, 3, and 23.)

"I am protesting.

"(Not repeated to Foreign Office.)"

Since my telegram of 19th I have taken no further action, as I think it best to await your Lordship's orders.

No. 100.

Lord E. Fitzmaurice to Mr. Lynch.

Foreign Office, July 25, 1883.

Sir,

WITH reference to your letter of the 19th instant, I am directed by Earl Granville to state to you that it does not appear upon inquiry that a copy of the Vizirial letter of the 2nd of July, 1862, relating to the navigation of the Tigris, has been sent to this Office.

It is understood, however, from a Report on the subject by Her Majesty's Consul-General at Bagdad, that its terms are identical with those of the Vizirial letter of the 15th January, 1861, which is already in your possession.

I am, &c.
(Signed) EDMOND FITZMAURICE.

No. 101.

Acting Consul-General Tweedie to Earl Granville.—(*Received July* 26, 8 P.M.)

(Commercial.) *Bagdad, July* 26, 1883, 4·40 P.M.
(Telegraphic.)

MY telegram of the 24th.

Steamer tried to-day to land her nine Indian passengers in usual manner, hoping opposition abated. Consular Agent was on board, and showed their passports at landing-place. Nevertheless, the gendarmes on a [? the bank] pushed [?]

Indians back into boat, and forced boat back into deep water, so that all are still imprisoned in steamer. Everything considered, it is my duty to report our situation in Turkish Arabia seriously menacing.

Foregoing repetition of telegram to Embassy.

No. 102.

Mr. Lynch to Mr. Austin Lee.—(*Received July* 27.)

(Private.)
Dear Mr. Lee, 31, *Cleveland Square, Hyde Park, July* 26, 1883.

ON the other side is an extract from the letter I showed you from Mr. M. Balthazar, a merchant of Bagdad. He is an Armenian under Russian protection.

Yours sincerely,
(Signed) T. K. LYNCH.

P.S.—Of course it is only to show the influences at work, trading on the hostility of the Sultan.

This fellow "Menahim" was at Constantinople, and when I was there pretended great friendship. He was evidently a spy, sent by the Jews to take advantage of the Sultan's hostility to England.

Inclosure in No. 102.

Extract of a Letter from Bagdad.

"I WAS passing through the custom-house, when I saw the Muchir sitting there, and ordering to close the doors of the custom-house establishment on the river side, so that the "Khalifeh" was unable to take any cargo. I amicably asked the Muchir what he was doing. He answered that he was there to prevent, by orders from Constantinople, any goods going on board the "Khalifeh."

It is a pity to see the stoppage of the trade through such stupid proceedings of the Turks, and I am surprised that you are not acting to bring this painful affair to a satisfactory conclusion. I personally am insensed of the doings of the Turks [*sic*], but it is the fault of your Government, who always upheld them against Russia. I heard also that a certain Menahim Saleh (Jews) is working hardly against you, in concert with Youssif Gourgy, with a view to stop the English steamers for their own purposes; for they got some authorization for bringing two steamers, under Turkish flag, for the Tigris. And I am assured that they have made a bargain here for 4,000 Turkish liras with influential Turkish officers, the Vali *en tête*, in case they will succeed to stop altogether the working of your steamers on the Tigris; and as soon as suppression of the steamers will take place, then the Jews will remit the amount bargained, ... I am very sorry to say I cannot do nothing [*sic*] efficacious, except that I have entertained the Vali and the Muchir, and have told them of the ominous and disastrous consequences which they may have hereafter for the traffic in Bagdad, and particularly for the shortcomings of their customs revenues in Bagdad. I have repeatedly told them that, myself being a merchant, I will, if the Lynch steamers are stopped, cease to make any trading affairs, my goods having to be detained six or seven months until I get them on board a Turkish steamer; and all the merchants will do the same. You know I am a disinterested man in the whole affair; only it is my duty to work for my parents and family.

No. 103.

Mr. Lynch to Earl Granville.—(*Received July* 27.)

The Euphrates and Tigris Steam Navigation Company (Limited),
My Lord, 3, *Sutter's Hall Court, Cannon Street, July* 26, 1883.

ON the 18th of last month I communicated to your Lordship certain telegrams which had been received from Bagdad, announcing the intention of the Porte to stop our mail-steamers plying between Busrah and Bagdad; and on the 20th I informed you that the threat had been carried into effect.

On the 4th instant I informed your Lordship that the Wali Pasha had intimated that a Turkish gun-boat would prevent our steamers entering the Tigris at Ghurnah.

On the 9th I inclosed copies of telegrams, dated the 6th and 8th instant, announcing that Turkish soldiers had been placed on board the steamers.

I further addressed your Lordship on the 16th, 19th, 20th, and 23rd instant, stating that the condition of things was unaltered; and in the last letter I solicited instructions as to how we should act under the circumstances.

So long a time having elapsed without the Turkish Government heeding the remonstrances which your Lordship has addressed to them, I am instructed by my Board of Directors to beg, with all respect, that immediate steps may be taken to give to us that protection to which, as British subjects, we are entitled.

I have, &c.
(Signed) T. K. LYNCH, *Chairman*.

No. 104.

Mr. Wollaston to Mr. Kennedy.—(Received July 28.)

India Office, July 28, 1883.

Dear Mr. Kennedy,

AT the request of Sir Louis Malet, I hasten to inform you that we have no information in regard to the visit of a ship of war up the Shat-ul-Arab beyond that contained in the inclosures to the Foreign Office letter of the 21st April last, to the effect that Her Majesty's ship "Eclipse" was at Bussorah on or about the 26th February last.

Very truly yours,
(Signed) A. W. WOLLASTON.

No. 105.

Acting Consul-General Tweedie to Earl Granville.—(Received July 30.)

(No. 17.) *Bagdad, July 3, 1883.*

My Lord,

IN continuation of despatch No. 16, dated 29th ultimo (Navigation of Tigris), I have the honour very respectfully to submit, for your Lordship's information, copy of despatch of to-day's date to Her Majesty's Chargé d'Affaires, Constantinople, and inclosures.

I have, &c.
(Signed) W. TWEEDIE.

Inclosure 1 in No. 105.

Acting Consul-General Tweedie to Mr. Wyndham.

Bagdad, July 3, 1883.

Sir,

I HAVE the honour, in continuation of my despatch, dated 29th ultimo (Navigation of Tigris), and of my two telegrams to you, in cypher, of yesterday and to-day, to submit, for your information, copy of marginally noted papers.[a]

2. Copy of this despatch and inclosures is also being sent to Her Majesty's Principal Secretary of State for Foreign Affairs.

I have, &c.
(Signed) W. TWEEDIE.

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[a] Letters from his Excellency the Wali, dated the 30th June and the 2nd July; my answer to both dated yesterday; and Memoranda of my conversations of this morning with my Russian and French colleagues.

Inclosure 2 in No. 105.

The Vali of Bagdad to Acting Consul-General Tweedie.

June 30.

IN reply to your letter of the 28th instant, I have the honour to repeat intimation already made to you that, as Lynch and Co.'s privilege applies to Euphrates only, the Ottoman Government have finally prohibited their keeping steamers on Tigris, and that it is, therefore, impossible to further the views stated in your letters.

Inclosure 3 in No. 105.

The Vali of Bagdad to Acting Consul-General Tweedie.

July 2.

PREVIOUS letters have informed you that Lynch and Co. have permission to run two steamers on the Euphrates, but not on the Tigris.

Their steamer "Majidiah," which came up to Bagdad from Basrah on this occasion, having reached Bagdad before issue of final orders, will be permitted to discharge her cargo. But I take this opportunity to inform you that final orders have been given to the captain of our steamer at Gurnah and others that henceforward it is requisite that no cargo should be given to Lynch's steamers; also, that should they desire to run on the Tigris, and come up again to Bagdad, it will be necessary to obstruct (stand before) them and give them no way to enter the Tigris.

Inclosure 4 in No. 105.

Acting Consul-General Tweedie to the Vali of Bagdad.

July 2, 1883.

I THANK your Excellency for your letters of the 30th ultimo and to-day; but as the steamers referred to not only sail under the British flag, but carry the Government mails, and it is impossible for me to alter long-established arrangements, I once more appeal to your Excellency's wisdom and love of justice for the prevention of any occurrence inconsistent with the usages proper to the intercourse and relations of two friendly and civilized Powers; seeing that the orders of my Government are momentarily to be expected, and when I receive them, should they be in the sense indicated in your Excellency's letters, I shall prove as prompt and willing as on all previous occasions to co-operate with your high Government for the carrying of them out.

As observed in my letter of 28th ultimo, these steamers have formed for about twenty-five years signs and marks of the ancient friendship subsisting between the two Governments; and it would surely cause as much regret to your Excellency as to myself and others if, for want merely of a few days' patience, any unfavourable steps were to be taken.

I am sorry to trouble your Excellency with so long a letter, written from a sincere desire that nothing but what is right should be done, and, above all things, that harmony should be maintained. At the same time, my duty compels me prominently to refer to the grave responsibility which will be incurred by your Excellency's Government, if, through the measure adverted to being taken under your Excellency's orders, untoward consequences of any kind are unfortunately produced.

Inclosure 5 in No. 105.

Memorandum of Conversation of the 3rd July with Russian Colleague.

CALLED on Russian Consul.

Mr. Marino (Native Agent) with me.

Showed him Wali's letter of yesterday. Referred to circumstances out of which his Excellency's letter had arisen, and to the possibility that if a European Power were to have her flag stopped by forcible measures, at entrance of Turkish waters, the immediate result would be a lowering of European prestige in this Wilàiat, out

of which untoward accidents might easily evolve themselves among an inflammable population like that of certain quarters of Bagdad.

The subject was talked over in a friendly way, but M. Eberhard did not appear to think there was much ground for fearing disturbance, even in the contingency apparently impending. At all events, he did not seem inclined to move, and I explained I had not come to ask, far less press, him to do so, but only to make him acquainted with the circumstances, as my friend and colleague, so that he might take his own view of them, and act, or not act, as his own judgment and observation might suggest.

One of his remarks was that, if abrupt measures on the part of the Local Government would arouse Bagdad fanaticism, enough had happened during afternoon of 28th ultimo to do so, when armed men were sent to stop the "Khalifah" from taking in cargo, or communicating with the river bank. In reply, I said that it was during those very proceedings the spirit and symptoms had shown themselves, as reported to me both at the time and subsequently by eye-witnesses of several creeds and nationalities, which formed my chief grounds for fearing that, if a similar scene were to be re-enacted on a large scale at Gurnah, it might not pass off so quietly.

Inclosure 6 in No. 105.

Memorandum of Conversation with French Colleague, July 3, 1883.

MR. MARINE with me.

Also Mr. Joseph Svoboda.

Explained situation as to M. Eberhard, whom mentioned having just seen, and found unprepared to recognize any common danger in Wali's intended measures.

After considering his Excellency's letter of yesterday, M. Péretié took a different view altogether from that of our Russian colleague; and a conversation extending to the general question began. He particularly asked whether it was possible we would allow our Tigris communication to be cut off. Although now for first time formally conferring on this subject with M. Péretié, I have, it should be stated, been keeping him informed all throughout, in a friendly way, about these events, and sounding him as to his views of them. The result has been the evincing by him, from the first, of an impression that French as well as British interests are involved in the keeping up of adequate and suitable means of transit on the Tigris.

In reply to his question as to this point to-day, and to his assurances of concurrence generally, all I said was that the only intimation of my Government's views which had up to that moment reached me showed that the matter was under discussion at Constantinople in the usual manner; and that as the Wali had from the first been trying to have his wishes carried out by a *coup de main*, and had never given me the opportunity of explaining the rights of the question to him in any way until he thought himself in a position suddenly to announce that his Government had prohibited the running of the steamers, and that the prohibition would be enforced, I had necessarily found my field of action restricted to the mere endeavouring to dissuade his Excellency from acting precipitately, pending the settlement of the affair amicably by the highest authorities.

M. Péretié then asked how I proposed he should co-operate as regards the situation immediately before us. I said that in persistenly refusing to stop Lynch's steamers, notwithstanding Wali's repeated warnings that otherwise that would be done by force, I was creating, in my opinion, though not in that, as it appeared, of our Russian colleague, some risk of excitement being produced among the Bagdad rabble in the event of his Excellency's intended measures being carried out by force; and that, as a danger of this kind was not confined to British subjects only, but touched all Europeans and their property in Bagdad, I had deemed it my duty to confer with him, and suggest the propriety of his, in the event of his sharing my apprehensions in this respect, sending to the Wali in the course of to-day, in the interests of his own Consulate and of its European subjects, a written intimation to that effect, such as might serve as a kind of warning or protest.

I had carried with me a pencil draft of the kind of communication I thought might with advantage thus proceed from the French Consulate, running as follows:—

"The purport of your Excellency's letter of yesterday's date to Her Britannic Majesty's Consul-General having been communicated to me by my colleague, I think it my duty to inform your Excellency in regard to it that I am apprehensive, if the measures therein described, or any other measures of a similar nature, are taken towards a vessel carrying a European flag and mails, excitement may thereby be produced among certain classes of the people of Bagdad, the results of which, should it unfortunately happen, it is impossible to foretell."

My colleague was good enough to say, after above had been twice read to him, in French, by M. Svoboda, that he concurred in its contents, and would address his Excellency, more or less, in terms of it.

No. 106.

Acting Consul-General Tweedie to Earl Granville.—(Received July 30.)

(No. 18.)

My Lord, *Bagdad, July 6, 1883.*

IN explanation of cypher telegram which I have had the honour of this day addressing to your Lordship, I ask leave most respectfully to submit, for further information, on same topic (Navigation of Tigris), copies of despatches and inclosures to Her Britannic Majesty's Chargé d'Affaires, Constantinople.

I have, &c.

(Signed) W. TWEEDIE.

Inclosure 1 in No. 106.

Acting Consul-General Tweedie to Mr. Wyndham.

Sir, *Bagdad, July 5, 1883.*

IN continuation of despatch, dated the 3rd instant (Navigation of Tigris), I have the honour most respectfully to submit, for information, translation of a further letter which his Excellency the Wali has addressed to me in vindication of the views and proceedings of himself and his Government in connection with present topic of reference; also translation of my reply to his Excellency of this day's date.

2. Though not at all desirous of prolonging a fruitless correspondence, I felt it would have been uncourteous to receive without reply his Excellency's proposal, that the steamers of the Oman-Ottoman Navigational Bureau should in future be intrusted with Her Majesty's mails on the Tigris, and a letter to his Excellency having therefore to be written at any rate, it seemed just as well to include in it yet another reference to the unusual and high-handed manner in which his Government has attempted, and is still attempting, to carry out its present objects and policy in this affair.

I have, &c.

(Signed) W. TWEEDIE.

Inclosure 2 in No. 106.

The Vali of Bagdad to Acting Consul-General Tweedie.

July 4, 1883.

I HAVE had the honour of receiving your esteemed letter, dated 2nd July, 1883 (here summarises its contents).

The carriage by water of mails of your august Government can easily be undertaken by the seven vessels of "Oman-Ottoman" Navigation Department, so that there is no necessity for Lynch's steamers to run on the Tigris without their having the privilege of doing so.

It is, moreover, known to you that arrangements which may have sprung up outside Convention, privilege, or Regulation subsisting between Governments, cannot acquire the colour of right merely through time having passed without their being challenged.

Your remarks about this being a special matter between the two Governments, as to which it is impossible for you to alter existing arrangements, is met by fact that the Imperial Firman (Iradé) has no applicability to Tigris, but only to Euphrates.

Consequently, to arrive at the running of those steamers on the Tigris as proposed by you, until arrival of further orders from your Government, would be tantamount to preferring the use of patience and the suggestions of friendship to the requirements of one's duty as Vali.

Touching responsibility, you will admit that the Government of a Wilâiat in merely carrying out its duty cannot be considered as coming under responsibility.

Therefore, it is necessary that Lynch and Co. should, as stated in my previous letters, fall back on their privilege and permission as above stated: and you are aware of the rights of Sovereigns in seas and rivers.

Inclosure 3 in No. 106.

Acting Consul-General Tweedie to the Vali of Bagdad.

July 5, 1883.

I HAVE to thank your Excellency for your letter, the reference in which to your august Governments carrying by water Her Majesty's mails in future I shall do myself the honour of submitting for the information of superior authority.

2. In regard to other portions of same letter, I would ask leave to observe that no contention is being raised by me on general question of Messrs. Lynch's privilege. Your Excellency never gave me the opportunity of doing this officially, with hope of success; because your very first communication on the subject showed that, apparently without the slightest previous reference to my Government, positive orders had been issued against these steamers running on the Tigris in future, and for the enforcement of that prohibition. I have therefore necessarily had to restrict myself in this correspondence to representing that, whatever the rights of Messrs. Lynch may really be, the present question is one affecting the trade of the whole world, and by no means admitting of being considered otherwise than by deliberate concert and communication between the high functionaries at the respective centres of our two Governments, and that as such concert and communication were known to be in actual progress, I earnestly deprecated the attempt being persevered with to carry out the measure in question at Bagdad, in a precipitate, forcible, and, in my humble opinion, unprecedented manner.

Inclosure 4 in No. 106.

Acting Consul-General Tweedie to Mr. Wyndham.

Bagdad, July 6, 1883.

Sir,

I HAVE the honour, in continuation of despatch of yesterday's date, and in more immediate connection with my cypher telegram to you of same evening, very respectfully to submit copies of letters of to-day's date, from "Manager, Euphrates and Tigris Steam Navigation Company," reporting fully proceedings taken yesterday by the Government of this Wilâiat for purpose of obstructing British steamer "Majidiah" while lying on Tigris, opposite custom-house, and preventing her from taking on board cargo or passengers.

2. The placing thus of armed men for coercive purposes on board a British steamer, without the slightest reference or explanation being made about it, whether beforehand or subsequently to this Consulate-General, would appear to constitute something very like a breach of international law, such as might not improperly have formed the subject of even stronger remonstrance on my part. But existing circumstances being as they are, I venture to hope that the terms in which I have protested on the subject of this occurrence (*vide* copy attached) will be considered to meet for the present the requirements of the case.

3. This morning the mail-steamer in question ("Majidiah") left her place opposite custom-house and dropped down the river, followed at a short distance by a merchant-steamer belonging to the Local Government. The latter was laden with cargo and passengers. On the British steamer, on the contrary, usually deep in the water with bales of wool and other merchandize, there was little besides her crew. Up to the last she was followed in boats by police officers of the Ottoman Government, as if she had been sailing under an unknown or hostile flag. The effect of all this on the spectators watching the scene from the river bank may be imagined. Still, it is a point gained that our steamers have been kept running and carrying our mails,

notwithstanding all the annoyances they have this last fortnight been subjected to, and the officially-recorded and reiterated threats of the Ottoman authorities that their progress up and down the river would be barred by force.

I have, &c.
(Signed) W. TWEEDIE.

Inclosure 5 in No. 106.

The Manager of Euphrates and Tigris Steam Navigation Company, Limited, to Acting Consul-General Tweedie.

July 6, 1883.

WE have the honour to report, for your information, that at noon yesterday six zaptiehs were placed on board the steam-ship "Majidiah," and forcibly prevented her taking any cargo or passengers on board, or holding any communication with anybody other than the ship's own crew. At all the usual landing-places zaptiehs were also stationed for a similar purpose. Towards evening the crew were prevented from taking their provisions on board, preparatory to starting for Basrah this morning, and many of them were ill-treated, as also were five carpenters in our pay, and employed by us to work in Basrah. These latter, after being placed on board by one of your cavasses, were again turned out of the ship by zaptiehs, and eventually went on board, as you are aware, with your kind permission, in the mail-boat from the Residency. The Commander's luggage was stopped going on board, and, in fact, though we made no attempt whatever to take a single package or passenger, we were subjected all day to such annoyances by the zaptiehs that, although all employed on board our steamers have strict orders to avoid any breach of the peace, no matter what happens, we are in constant fear of somebody losing their temper and doing something which we should all very much regret, and which might prove the spark to ignite the intense excitement caused by the action of the Turkish authorities towards our steamers.

Inclosure . No. 106.

The Manager of Euphrates and Tigris Steam Navigation Company, Limited, to Acting Consul-General Tweedie.

July 6, 1883.

WE have the honour to bring to your notice the action of the local authorities towards our steamer, the "Mejidieh," which has just left for Basrah.

Having been verbally informed by the Customs authorities that the above vessel would not be allowed to take in any cargo, we wrote to the Custom-house Master on the 3rd instant to know if such was the case, and, if so, the reason for his prohibition, as we had duly discharged the steamer and otherwise conformed with existing regulations. To this letter we received no reply, though we made application for it.

As we act here as agents for this Company, we felt bound to protect ourselves by giving the usual notice of our intention to ship cargo, and asking permission for it to be passed through the Customs. This "Irzahal" was returned to our clerk with the answer that it could not be accepted, but any written reply was resolutely refused. Native merchants also were prevented from shipping anything by our steamer, Customs officers being sent to accompany all goods cleared through the Customs on board the Turkish steamer "Phrat." As described elsewhere, passengers were also forcibly prevented from going on board our steamers, so, consequently, she left this morning with Her Britannic Majesty's mails quite empty, and so light that she is dangerous for navigation.

Under these circumstances we beg to enter, for such action as you may deem fit, the strongest protest against this unjustifiable treatment of our steamers, which have plied on this river for upwards of twenty-one years, during which time they have always carried any Turkish Government despatches free of charge, for which we have stopped at all stations on the river. Customs receipts from Basrah, Coot, and Amarah, amounting to large sums, have also been regularly conveyed without expense, and, in short, we have always done all in our power to reciprocate the privilege accorded to us by the Ottoman Government, and which is now threatened to be suddenly wrested from us.

We are under heavy contracts with merchants here for conveyance of cargo to

Basrah, and have chartered sea steamers to carry it thence to its destination, for which, full or not full, we shall have to pay, and the most serious complications will arise, for which, and for all other loss sustained by the Company in consequence of the action herein complained of, we have no doubt the Directors will eventually put forward a claim to damages, and these claims we venture to hope will receive the full support of Her Majesty's Government.

Inclosure 7 in No. 106.

Acting Consul-General Tweedie to the Vali of Bagdad.

Bagdad, July 6, 1883.

I DEEM it my duty to enter this official protest against the action of your Excellency's administration, in posting a party of six armed men on board the British steamer "Majidiah" yesterday afternoon.

2. The proceeding in question was, immediately on its coming to knowledge, reported telegraphically, for the information of my Government, and it is therefore unnecessary for me to give expression to my sentiments of my own, or enter into any lengthened correspondence with your Excellency in regard to it.

No. 107.

Sir L. Mallet to Lord E. Fitzmaurice.—(Received July 30.)

India Office, July 30, 1883.

My Lord,

WITH reference to previous correspondence, terminating with your letter of the 20th instant, I am directed by the Earl of Kimberley to forward, for the information of Earl Granville, copy of a further telegram, dated 28th idem, from the Viceroy of India, relative to the recent action of the Turkish authorities in connection with the navigation of the waters of Mesopotamia.

I have, &c.
(Signed) LOUIS MALLET.

Inclosure in No. 107.

The Viceroy of India to the Earl of Kimberley.

Simla, July 28, 1883.

(Telegraphic.)

BAGDAD Resident's telegram of 26th to London regarding obstruction of steamers.

We trust early and effective measures may be taken, as delay may do harm.

No. 108.

Messrs. Gray, Dawes, and Co. to Earl Granville.—(Received July 31.)

13, *Austin Friars, London, July* 30, 1883.

My Lord,

REFERRING to the letters we addressed to your Lordship on the 2nd and 12th instant regarding the stoppage by the Turkish Government of the British steamers plying between Busrah and Bagdad, we beg to inform you that we have received notices, through our brokers, from shippers of goods for Bagdad, holding us responsible for the delay of their goods at Busrah.

The notices are the result of telegrams from merchants at Bagdad addressed to the shippers of goods in this country, and in giving notice of their claims, the shippers intimate that they cannot make use of our ships for forwarding their goods from this country to Bagdad unless we guarantee that there shall not be any delay at Busrah.

This guarantee, of course, we are unable to give; but your Lordship will no

doubt realize, from the difficulties set forth in our letter of the 12th and the notices now served upon us, the awkward position in which we are placed, and the losses and inconvenience arising to trade generally, which must, sooner or later, form the subject of serious claims upon the Turkish Government for having so wantonly interfered with legitimate interests, which have existed uninterruptedly for many years past.

We have, &c.
(Signed) GRAY, DAWES, AND Co.

No. 109.

Mr. Lynch to Earl Granville.—(Received July 31.)

The Euphrates and Tigris Steam Navigation Company (Limited),
3, *Salter's Hall Court, Cannon Street, July* 30, 1883.

My Lord,

IN continuation of my letter of the 26th instant, I beg respectfully to draw your Lordship's attention to a telegram which appears in the "Times" of to-day, a copy of which is annexed.

I also beg to inclose a printed copy of a Memorandum which I have caused to be drawn up, setting forth the right of British vessels to navigate the waters of the rivers Euphrates and Tigris. Also printed copy of a Firman and Vizirial letters, and of a letter received from Her Majesty's Foreign Office, dated the 17th February, 1860.

As stated in the Memorandum, these documents do not pretend to contain all that is recorded in your Lordship's Office, but I now submit them for general consideration, and more particularly in reference to the Foreign Office letter of the 17th February, 1860.

It will be in your Lordship's recollection that, under date of the 9th February, 1860, my firm made an official inquiry of the Foreign Office in the following terms, viz.:—

"We have an order from our house abroad to purchase a steamer to trade between Mahomerah (Persian) and Bussorah and Bagdad (Turkish cities), and ere closing the contract, we beg to know if an English Company has a right to navigate these foreign waters."

The reply from the Foreign Office, dated the 17th of the same month, previously alluded to, states:—

"I am to acquaint you, in reply, that in the year 1846 it was agreed with the Porte that British vessels qualified to navigate as such should be allowed to pass up and down the rivers Tigris and Euphrates under their own flag, paying for the merchandize on board according to the Treaty of Balti-Liman, and staying to carry on the internal traffic at their pleasure."

I have, &c.
(Signed) T. K. LYNCH, *Chairman.*

Inclosure 1 in No. 109.

Extract from the "Times" of July 30, 1883.

Athens, July 29, 1883.

INTELLIGENCE received here from Constantinople states that Aarifi Pasha, acting upon the opinion pronounced by the legal advisers of the Porte, proposed to the Council of Ministers the provisional maintenance of the privileges granted to the Lynch Navigation Company. The members of the Council, however, unanimously rejected this proposal. They also approved the conduct of the Governor of Bagdad, who was authorized to maintain the Turkish sentry posted at the landing place of the Company. The prohibition to navigate the Tigris issued against the Company was upheld. The Council annulled the Vizirial letters conceding that privilege, and confirmed the Firman permitting the navigation of the Euphrates.

Inclosure 2 in No. 109.

Firman and Vizirial Letters issued by the Porte relative to the Navigation of the Mesopotamian Rivers, Tigris and Euphrates, by British Vessels.

1834 to 1861.

1. Firman, December 29, 1834.
2. Vizirial Letter, September 13, 1842.
3. Ditto, April 2, 1846.
4. Ditto, January 15, 1861.

(No. 1.)—*Firman de Protection pour les Bâtiments à Vapeur Anglais, destinés à naviguer sur l'Euphrate, en date du 29 Décembre,* 1834.

(Traduction.)

A LEURS Excellences les Vizirs (Pachas à trois queues) aux très illustres Miri Mirans (Pachas à deux queues), aux très savans Juges, aux Voivodes, Capitaines de Port, et autres Magistrats des lieux situés sur les deux rives de l'Euphrate, salut.

A la réception de ce commandement Impérial vous saurez ce qui suit:—

L'Ambassadeur Extraordinaire et Plénipotentiaire de la Grande-Bretagne résidant à Constantinople, Lord Ponsonby, un des plus illustres personnages parmi les nations Chrétiennes (puisse-t-il-faire une fin heureuse!), a présenté à notre Sublime Porte une note officielle, par laquelle il a exposé que le Gouvernement Britannique demandait la permission de faire naviguer, tour à tour, deux bâtiments à vapeur sur le fleuve l'Euphrate, qui coule à peu de distance de Bagdad, pour faciliter le commerce.

En conséquence, on a expédié au très illustre Gouverneur de Bagdad et de Bassora, Ali Riza Pacha, l'ordre de fournir à notre Sublime Porte des renseignements sur la navigation projetée,

Quoique la réponse du Pacha ne fût pas encore venue, l'Ambassade Britannique a fait de nouvelles représentations à cet égard, en informant notre Sublime Porte que le Gouvernement Anglais attendait notre réponse.

C'est pourquoi nous avons permis et permettons à deux bâtiments à vapeur de naviguer sur l'Euphrate, tour à tour, et cette navigation doit continuer autant que, conformément à ce qui nous a été représenté, elle sera utile aux deux Parties, et qu'il n'en résultera aucun inconvénient; et c'est dans ce sens qu'une note officielle a été remise à l'Ambassade Britannique.

Un Firman conçu dans le même sens a été adressé au Pacha de Bagdad et de Bassora.

Mes ordres sont que vous ayez à agir de la manière mentionnée ci-dessus; et c'est à cette fin que ce Firman est écrit.

Vous, donc, Vizirs, Miri Mirans, Juges, et autres Magistrats, informés que vous serez de ma volonté souveraine, vous aurez soin de vous y conformer, et vous vous garderez bien de contrevenir à ce qui vous est prescrit par ce commandement Impérial.

Donné, vers la fin de la lune de Shaaban, l'année 1250.

N.B.—Il y a deux Firmans conçus dans les mêmes termes, et adressés aux autorités sur les deux rives de l'Euphrate, le long du fleuve.

Letter from the Grand Vizier to the Pasha of Aleppo, dated September 13, 1842.

(Translation.)

Your Excellency knows that two English steam-boats are navigating in the River Euphrates for commercial purposes.

The British Embassy has now given a "taerir" to say that in consequence of the shallowness of the waters in this season the steamers were under the necessity of stopping till the river becomes navigable again at Belis, a place within the limits of the Pashalic of Aleppo; that as it has become necessary for the crews to land on the shore it is desirable that permission should be given to them to land temporarily, and that they may be assisted and protected.

At the same time, you have stated in a despatch we have received from your Excellency that, owing to the Arabs of that neighbourhood being a set of unreasonable people, it will be difficult, were the crews of the steamers aforesaid to receive any harm from them, to put a stop to it. Your observation is, in fact, just, and the Embassy does not deny it.

Nevertheless, acting on this occasion with that prudence and that excellent judgment which distinguish you, and in conformity to the sincere and perfect friendship existing between the two Governments, your Excellency will permit the landing and the staying of the crews in that place for a certain time. You are instructed to employ all possible means to prevent any kind of mischief being done to them, and to afford them all the protection and assistance you can; and it is in order to engage you to take proper measures to effect all that that I wrote this letter, on receiving which your Excellency will, I hope, act conformably to it.

(Signed) RAOUF.

28 *Redgeb,* 1257.

(No. 2.)—*Lettre du Grand Vizir au Pacha de Bagdad, en date du 2 Avril,* 1846.

(Traduction.)

J'ai pris connaissance du contenu de la dépêche arrivée il y a quelque temps, de la part de votre Excellence, relativement aux droits que payent les bâtiments et les barques qui naviguent sur le Tigre et l'Euphrate.

En même temps, son Excellence l'Ambassadeur d'Angleterre, résidant à Constantinople, a représenté dans un "taerir" que les bâtiments Anglais peuvent faire le commerce dans les deux fleuves susmentionnés, en payant les droits établis par le Traité, et il a demandé qu'une dépêche conçue dans ce sens, fut écrite à votre Excellence.

Cette question ayant été référée au Surintendant de l'Hôtel des Monnaies, son Excellence a fait là-dessus un Rapport dont la teneur suit:

"Le transport de marchandises d'une place à une autre sur les deux fleuves susdits, et sans sortir à la mer, est un commerce intérieur; ainsi, sous quelque pavillon que les navires et les barques fassent ce genre de commerce, il faut qu'ils payent dans ce cas les mêmes droits que l'on perçoit des patrons des barques, sujets de la Sublime Porte. On percevra des bâtiments marchands qui, venant sous pavillon Anglais des pays étrangers, entrent dans l'un des deux fleuves avec un chargement de produits de la Turquie pour exporter et retournent à la mer, les droits fixés par le Traité et par le tarif, après quoi on prendra des bâtiments marchands Anglais aussi qui fréquentent le Tigre et l'Euphrate, de même qu'on le prend des bâtiments marchands des Puissances étrangères qui viennent dans les ports de l'Empire Ottoman et d'après l'exemple existant, un droit d'ancrage qui, comme nous apprenons, consiste en 5 piastres par bâtiment."

Sur le Rapport ci-dessus, auquel l'Ambassade Britannique a donné son adhésion, l'affaire a été soumise au Sultan pour consulter le bon plaisir de Sa Majesté Impériale, qui a ordonné de vous faire savoir par une dépêche qu'il faut mettre à exécution tout ce qui est nécessaire à cet égard. En conséquence je vous écris et vous envoie cette dépêche afin que votre Excellence mette ses soins à ce que l'on prenne des barques de commerce Anglaises, qui, comme il a été dit plus haut, seront désormais occupées à faire le commerce intérieur sur les deux fleuves susdits, des droits conformes à ceux que l'on prend des barques des sujets Ottomans; et à ce que l'on ne prenne sur les chargements des bâtiments Anglais qui viennent de dehors et qui vont dans un pays étranger, que les droits de douane établis et qu'un droit d'ancrage consistant en 5 piastres: votre Excellence aura soin de ne rien faire prendre de plus.

(Signé) RAOUF.

Le 6 Rebiul-Akhir, 1262.

(No. 3.)—*To the Governor-General of Bagdad, &c.*

(Translation.)

The British Embassy having recently made certain communications for the purpose of obtaining a renewal of the orders which were sent concerning the British steamers and boats authorized by Her Majesty to ply on the Rivers Tigris and Euphrates, it has appeared from the register that permission having on a former occasion been applied for by it to station two steamers on the River Euphrates at Bagdad, and to run them by turns, for the purpose of facilitating trade, two Firmans, dated respectively the end of Shaban, 1250 (1834), and the beginning of Redgeb, 1257

(1842), were addressed to the late Governor-General of Bagdad, Ali Riza Pasha, authorizing the permanent station of two steamers on that river, providing it were proved and established that the advantages resulting therefrom would be mutual, and that no sort of inconvenience would ensue therefrom. Further, that in virtue of a report received respecting the dues payable by vessels and boats navigating the Euphrates and Tigris, and in conformity with the request of the British Embassy for Vizirial instructions, on the ground that British merchant vessels might trade in those two rivers after payment of the fixed dues according to Treaty; and considering that the transport of goods from one point on those two rivers to another, without going out to sea, is, in fact, internal trade, and that under such circumstances vessels, under whatsoever flag it may be, must pay the same dues as Ottoman vessels or boats, and that British vessels, whether coming loaded from abroad and entering one of those two rivers with their cargoes, or issuing therefrom to the sea laden with Ottoman produce, and bound for foreign countries, after having paid the dues payable on their cargo, according to the Treaty and tariff, are only liable to the payment of "palamar aktchesi" (*i.e.*, right of mooring), or cable money on entering or leaving the Tigris or Euphrates like all other foreign ships coming to other parts of the Ottoman Empire. For these reasons on the 6th Rebiul-Akhir, 1262 (1846), instructions were sent to Bagdad directing, as above, that the same dues should be levied on British merchant vessels engaged in internal trade as on boats belonging to Ottoman subjects, and that after the custom-house duties payable on their cargoes shall have been levied on merchant ships of the same nation, either coming from abroad or going abroad, a sum of 5 piastres cable money should be levied, and that nothing over and above that should be exacted.

You will be so good as to act according to the above Rules.

(Sealed) MEHEMED.

3 *Redgeb*, 1277 (*January* 15, 1861).

Foreign Office, February 17, 1860.

Gentlemen,

I am directed by Lord John Russell to acknowledge the receipt of your letter of the 9th February, inquiring whether an English Company has a right to navigate the waters between Mohammerah, Bussorah, and Bagdad, and I am to acquaint you, in reply, that in the year 1846 it was agreed with the Porte that British vessels, qualified to navigate as such, should be allowed to pass up and down the River Tigris and Euphrates under their own flag, paying for the merchandize on board according to the Treaty of Balta Liman, and staying to carry on the internal traffic at their pleasure, that British owned boats or vessels built in the country and employed in the internal trade should pay duty on the same terms, but should not be allowed to carry the national colours, and that an anchorage duty of 5 Turkish piastres should be paid on each vessel which passed up those rivers beyond the port of entry.

Lord John Russell has no further information as to how the case stands with regard to the Persian port of Mohammerah.

I am, &c.

(Signed) E. HAMMOND.

To Messrs. Stephen Lynch and Co.,
London.

Sublime Porte, le 31 *Mars*, 1875.

M. l'Ambassadeur,

Le Ministère Impérial a reçu en son temps la note que votre Excellence a bien voulu lui adresser le 2 Juillet, 1874, relativement aux bateaux à vapeur de MM. Lynch et Cie., affectés au service de la navigation du Tigre.

Conformément au désir exprimé par l'Ambassade de Sa Majesté Britannique, la Sublime Porte consent à ce que l'un des deux bateaux que MM. Lynch et Cie. emploient en vertu d'un Firman Impérial pour le service des passagers et des marchandises sur le Tigre, soit provisoirement remplacé par un autre sans que le nombre des navires autorisé par le susdit Firman puisse être augmenté.

MM. Lynch pourront, en outre, employer un bateau mouché dans des circonstances exceptionnelles et en cas de baisse des eaux du Tigre.

Pour ce qui est du bâtiment de la Marine Royale "le Comète" il continuera comme par le passé à rester sur les rivières de la Mésopotamie suivant l'entente précédemment établie.

J'ai l'honneur de porter à la connaissance de votre Excellence cette décision de la Sublime Porte qui a été déjà communiquée télégraphiquement au Gouverneur-Général de Bagdad.

Veuillez, &c.

(Signé) SAFVET.

Inclosure 3 in No. 109.

Memorandum setting forth the Right of British Vessels to navigate the Waters of the Euphrates and Tigris from the Persian Gulf to Bagdad.

THAT before and since the Sublime Porte held authority over the Rivers Euphrates and Tigris, British vessels have been free to navigate those waters. Even fifty years ago Hector and Co., Galliston and Kotchick, afterwards British Vice-Consul, owned vessels on the Tigris, and plied commercially between Bussorah and Bagdad under the British flag.

2. That in 1832 Colonel Taylor, then appointed British Political Agent at Bagdad, ascended the Tigris in a British vessel, flying the British flag, and that, from that period until now, successive British Political Agents have uninterruptedly had Government steamers flying the British flag on the Tigris.

3. That in 1834, at the request of the British Government, "*et pour faciliter le commerce,*" the Sublime Porte granted a special Firman for the protection of two steamers under the British flag on the River Euphrates, "*qui coule à peu de distance de Bagdad,*" and that accordingly the Honourable the East India Company established two steamers for the navigation of that river and its tributary the Tigris.*

4. That in 1838 three steamers belonging to the Honourable the East India Company, put together at Bussorah, continued unquestioned to navigate the Tigris to and from Bagdad, until the transference of that Company's government to the Crown.

5. That up to the year 1846 vessels under the British flag, and exempt from all dues, navigated the waters of the Euphrates and Tigris, and that in that year a Vizirial letter, dated the 2nd April, 1846, was addressed to the Governor-General of Bagdad, instructing his Excellency that in communication with the British Embassy at Constantinople His Imperial Majesty the Sultan had ordered that British vessels engaged in the "*commerce intérieur sur le Tigre et l'Euphrate,*" should pay the same dues as those charged on the vessels of Ottoman subjects, *but making no question of the right of British vessels to navigate those rivers, on the contrary, confirming that right by implication.*

6. That in the year 1860 the British Embassy at Constantinople, simply as an assurance to those intending to invest capital in steamers then about to be built for the navigation of the Euphrates and Tigris, communicated with the Sublime Porte for the purpose of obtaining a *renewal* of the orders permitting British steamers to navigate those rivers for the facilitating of trade, and that accordingly under date the 15th January, 1861, a Vizirial letter was addressed by the Central Government at Constantinople to the Governor-General of Bagdad, expressly acknowledging that the Firman of 1834, and another Firman of 1842, had authorized the permanent stationing of two steamers at Bagdad, to run alternately for the purposes of trade, and that British, as well as all foreign vessels entering or leaving the Euphrates and Tigris, engaged in internal trade, should thenceforth pay certain specified dues.

7. That during 1861, as a result of this correspondence, a British Company calling itself the "*Euphrates and Tigris Steam Navigation Company*" was formed, and that from that time to the present, it has not only enjoyed, continuously and unquestioned, the right of navigating the Euphrates and Tigris, but has been, and still is, receiving subsidy from Her Majesty's Indian Government for the conveyance of mails between Bussorah and Bagdad.

8. That during the twenty-two years that the said British Company has existed,

* Hence it is abundantly evident that the right of navigating the Euphrates includes that of navigating the Tigris—right that the Turkish Government now disputes. The navigation of the Euphrates being then, as now, impracticable without utilizing the Tigris.

Moreover Bagdad, the destination of the commerce, stands on the Tigris, 25 miles distant, at least, from the Euphrates.

† *Vide* Vizirial letter No. 3.

‡ See Foreign Office letter, dated February 17, 1860.

frequent communications concerning its administration have passed between the British and Turkish authorities, and that from time to time, as its steamers have been lost, or become unfit for work, others have been sent out from England, put together at Bussorah, and have taken up the work on the Euphrates and Tigris, with the full knowledge and consent of the Turkish Government.

9. Farther, that during this same period, depôts have been established by the Company at convenient points on those rivers; that complete establishments for working the mail, passenger, and cargo services have been organized; and that the operations of the Company have been of indisputable benefit to the commerce of the country, and in the saving of human life during periods of famine, as well as of great advantage to a large number of British Indian subjects annually visiting Bagdad and the shrines of Kerbela and Kathemain.

10. That under the foregoing circumstances, without mentioning others of a more detailed but equally favourable character that are doubtless recorded in Her Majesty's Foreign Office, the Directors of the Euphrates and Tigris Company feel confident that the British Government will not assent to their being thus abruptly and arbitrarily expelled from a legitimate enterprise on which large sums have been expended by British subjects, relying upon the assurances of the British and Turkish Governments, and upon a prescriptive right to which an almost immemorial usage has given the force of law.

Translations of the Firman and Vizirial letters and copy of Foreign Office correspondence on this subject accompany this Memorandum.

No. 110.

Earl Granville to Mr. Wyndham.

(No. 121. Commercial.)

Foreign Office, July 31, 1883.

Sir,

I HAVE to acknowledge the receipt of telegrams announcing that the state of affairs at Bagdad, as regards the navigation of the Tigris by British vessels, remains unaltered; and reporting the circumstances under which two Turkish soldiers were placed and kept on board a British steamer about to leave that port for Bagdad.

I have informed you, by telegraph, that Colonel Tweedie's proceedings are approved, and that the whole question is being dealt with here through Musurus Pasha.

I inclose a copy of a further note which I have addressed to his Excellency, protesting against these proceedings on the part of the Ottoman authorities at Bussorah.*

I am, &c.

(Signed) GRANVILLE.

No. 111.

Earl Granville to Mr. Wyndham.

(Commercial.)
(Telegraphic.)

Foreign Office, July 31, 1883, 3·40 P.M.

CONVEY to Colonel Tweedie my approval of his proceedings in the question of the navigation of the Tigris, as reported in his telegrams to you of the 24th and 26th instant.

The whole question is being dealt with here through Musurus Pasha.

No. 112.

Lord E. Fitzmaurice to Mr. Cooke.

Foreign Office, July 31, 1883.

Sir,

I AM directed by Earl Granville to acknowledge the receipt of your letter of the 23rd instant, on the subject of the navigation of the Tigris by British vessels; and, in reply, I am to state, for the information of the Executive Council of the Chamber of

* No. 114.

Shipping of the United Kingdom, that energetic efforts are being made to procure the immediate reopening of the navigation.

I am, &c.

(Signed) EDMOND FITZMAURICE.

No. 113.

Lord E. Fitzmaurice to Mr. Lynch.

Sir,

Foreign Office, July 31, 1883.

I AM directed by Earl Granville to acknowledge the receipt of your letters of the 23rd and 26th instant; and I am to state in reply, for the information of the Euphrates and Tigris Steam Navigation Company, that his Lordship has protested against the proceedings of the Turkish authorities at Bagdad and Bussorah, and is making every effort to procure the reopening of the navigation of the Tigris in favour of British vessels, and the adjustment of the question.

I am, &c.

(Signed) EDMOND FITZMAURICE.

No. 114.

Earl Granville to Musurus Pasha.

M. l'Ambassadeur,

Foreign Office, July 31, 1883.

I REGRET to have to make a further protest to your Excellency against the proceedings of the local authorities at Bussorah with regard to the navigation of the Tigris by British vessels.

It appears that in a recent instance, when a British steamer was about to leave that port for Bagdad, the local authorities kept two soldiers on board the vessel, armed with guns and relieved periodically, in order to prevent cargo or passengers being taken on board.

In the opinion of Her Majesty's Government this conduct constitutes a clear infraction of the Capitulations, and I have to request that your Excellency will, without delay, make this further protest of Her Majesty's Government known to the Porte.

I reserve for the present any further observations on the attitude of the Porte and the conduct of its officers in relation to the whole question.

I have, &c.

(Signed) GRANVILLE.

No. 115.

Mr. Lynch to Earl Granville.—(Received August 1.)

The Euphrates and Tigris Steam Navigation Company (Limited),
3, Salter's Hall Court, Cannon Street, July 31, 1883.

My Lord,

I HAVE the honour to report to your Lordship the receipt of a telegram from Bagdad, dated yesterday, advising that the position was absolutely unchanged; that the accumulation of cargo at Bussorah demands our most serious attention; and asking whether they shall draw upon the Company here for current expenses, rendered necessary owing to the entire absence of income during the past month.

The telegram further reports that nine Indian subjects, passengers by this Company's steamers, had been compelled to return to Bussorah, despite every endeavour of the Consul-General to overcome the prohibition against their landing at Bagdad.

I have, &c.

(Signed) T. K. LYNCH, *Chairman.*

No. 116.

Mr. Wyndham to Earl Granville.—(*Received August* 1, 11·30 A.M.)

(Commercial.) *Therapia, August* 1, 1883.
(Telegraphic.)

NAVIGATION of the Tigris.

Minister for Foreign Affairs informed Sir A. Sandison yesterday, unofficially, that the Council of Ministers decided on Sunday last to direct the Vali of Bagdad to suspend execution of the orders sent by the Porte until receipt of further instructions.

I have informed Consul-General at Bagdad.

No. 117.

Mr. Wyndham to Earl Granville.—(*Received August* 2.)

(No. 218. Commercial.) *Therapia, July* 20, 1883.

My Lord,

WITH reference to my despatch No. 213, Commercial, of the 15th instant, I have the honour to inform your Lordship that I went to the Sublime Porte on the 16th instant, and had interviews with the Minister for Foreign Affairs and the Grand Vizier respectively, and that I drew the serious attention of their Highnesses to the arguments used by your Lordship in your note to Musurus Pasha of the 5th instant, copy of which you did me the honour to transmit to me in your despatch No. 105, Commercial, of the 7th instant, on the question of the navigation of the Tigris by British vessels.

Aarify Pasha told me that he had received a copy of your Lordship's above-mentioned note from Musurus Pasha, and that the question had been referred to the legal advisers of his Department, who had, at his desire, drawn up a Report on the whole case, which he was about to submit to the Grand Vizier.

I begged both Aarify and Said Pashas to hasten the consideration of the matter, and I, at the same time, expressed an earnest hope that it would receive a speedy and favourable solution.

On the following day I received by Messenger Hare your Lordship's despatch No. 108, Commercial, of the 11th instant, containing a copy of a further note from your Lordship to Musurus Pasha, and I desired Sir Alfred Sandison to go to the Porte, and to call Aarify Pasha's special attention to it, which he did, and to urge that the question should be taken into immediate consideration, as it admitted of no further delay.

Sir Alfred Sandison went again to the Porte yesterday, by my desire, to make, if necessary, further representations on the subject. He saw Aarify Pasha, who told him that the matter had been discussed at the Council of Ministers yesterday, and that it had been decided by that body not to revoke the orders which had been sent to the Vali of Bagdad, on the ground that British vessels had no right to navigate the Tigris.

I telegraphed this decision to your Lordship last night.

I have, &c.
(Signed) HUGH WYNDHAM.

No. 118.

Mr. Wyndham to Earl Granville.—(*Received August* 2.)

(No. 224. Commercial.) *Therapia, July* 25, 1883.

My Lord,

I HAVE acted upon the instructions contained in your Lordship's despatch No. 110, Commercial, of the 12th instant, and have left with Aarifi Pasha a Memorandum respecting the rights of Messrs. Lynch and Co. to run steamers on the River Tigris, of which the inclosed is a copy.

With reference to the latter part of your Lordship's above-mentioned despatch, I have the honour to state that Mr. Goschen telegraphed to Colonel Miles, Her Majesty's Consul-General at Bagdad, upon the receipt of your Lordship's despatch of the 10th

June, 1880, and received a reply from that officer to the effect that towing barges was claimed as a right. With reference to the second despatch alluded to, viz., your Lordship's No. 44, Commercial, of the 16th May, 1881, the Earl of Dufferin reported the action he had taken upon it in his No. 68, Commercial, of the 25th July, 1881.

I have, &c.
(Signed) HUGH WYNDHAM.

Inclosure in No. 118.

Memorandum.

THE right of Messrs. Lynch and Co. to run vessels on the Tigris and Euphrates is derived from an Agreement concluded between the Sublime Porte and Sir Stratford Canning, then Her Majesty's Ambassador at Constantinople, in 1846, which arrangement was notified by Imperial Order in a Vizirial letter to the Pasha of Bagdad, dated the 2nd April, 1846 (6th Rebuil-Akhir, 1262).

The Sublime Porte, in order to remove any doubt as to the right of British vessels to navigate the Tigris and Euphrates for purposes of trade, issued this Order, which recognizes the right of "les bâtiments Anglais" to ply on these rivers for this purpose, and fixes the duties to be paid in the two cases of sea-going vessels, and of vessels engaged in trading between different localities on these rivers, which is designated "m commerce intérieur."

The above-mentioned Vizirial letter was confirmed by further Vizirial letters to the Vali of Bagdad, dated the 15th January, 1861 (3rd Redgeb, 1877), and the 2nd July, 1862.

There is thus no room for doubt as to the intention of the Sublime Porte in the matter, and it is under the engagement of 1846 that the vessels of the Company formed by Messrs. Lynch have navigated the Euphrates and Tigris.

Constantinople, July 20, 1883.

No. 119.

Mr. Wyndham to Earl Granville.—(*Received August* 2.)

(No. 228. Commercial. Confidential.)
My Lord, *Therapia, July* 26, 1883.

I HAVE the honour to report to your Lordship that some days ago, in the course of conversation with Aarifi Pasha on the measures which the authorities at Bagdad are taking against Messrs. Lynch's steamers on the Tigris, his Highness remarked that Messrs. Lynch's agents spent a great deal of money amongst the Arab tribes on the banks of the river. I replied that if this were the case they probably did so in order to secure their steamers from molestation, the Imperial authorities not being perhaps strong enough in some places to restrain the predatory habits of the Arabs.

I mention this to your Lordship, as I think it indicates that the Turkish Government is afraid that Her Majesty's Government is through Messrs. Lynch and Company gaining influence amongst the Arab tribes near the Mesopotamian rivers, and of which the Porte is, I believe, very jealous.

I have, &c.
(Signed) HUGH WYNDHAM.

No. 120.

Acting Consul-General Tweedie to Earl Granville.—(*Received August* 2, 3·5 P.M.)

(Telegraphic.) *Bagdad, August* 2, 1883, 11·30 A.M.

I RESPECTFULLY represent, (1) removal of Vali is minimum of reparation demandable by Great Britain if only for indignity inflicted on her under his Excellency's order in persons of those nine Indian subjects of Her Majesty in the sight of ten different nationalities here; and (2) if this is not done Vali will soon precipitate some fresh complication wherein our ground may not be so accredited.

That all this forms part of a general attack is clear from many signs, notably Vali's order to search British vessels in neutral waters. Unless we treat the initial stage effectually we may gradually find very inconvenient necessities imposed on us in self-defence in this locality.

This is a repetition of my telegram of to-day to Embassy.

No. 121.

Sir J. Pauncefote to Mr. Lynch.

Foreign Office, August 2, 1883.

Sir,

I AM directed by Earl Granville to acknowledge the receipt of your letters of the 30th and 31st ultimo.

You are aware that Her Majesty's Government have protested in strong terms against the recent proceedings of the Turkish authorities at Bagdad towards your steamers trading on the Tigris; and I am now to inform you that there is reason to think that the Vali of Bagdad will be instructed to suspend the execution of the orders under which he has lately acted in the matter.

I am, &c.

(Signed) JULIAN PAUNCEFOTE.

No. 122.

*Sir J. Pauncefote to Sir L. Mallet.**

Foreign Office, August 2, 1883.

Sir,

I AM directed by Earl Granville to acknowledge the receipt of your letter of the 30th ultimo relative to the action of the Turkish authorities at Bagdad in preventing British steamers trading on the Tigris.

The Earl of Kimberley is aware that Her Majesty's Government have protested in strong terms against these proceedings, and I am now to acquaint you that there is reason to think that the Vali of Bagdad will be instructed to suspend the execution of the orders under which he has lately acted in the matter.

I am, &c.

(Signed) JULIAN PAUNCEFOTE.

No. 123.

Aarifi Pasha to Musurus Pasha.—(Communicated to Earl Granville by Musurus Pasha, August 3.)

Constantinople, le 1er Août, 1883.

(Télégraphique.)

PAR déférence pour le Gouvernement de Sa Majesté Britannique, la Sublime Porte a décidé de rapporter, jusqu'à nouvel avis, les mesures prises par les autorités de Bagdad à l'égard des bateaux Lynch naviguant sur le Tigre.

Cette décision est toutefois subordonnée aux trois conditions énumérées dans le télégramme de votre Excellence, le Gouvernement Impérial ayant, du reste, pris déjà acte de l'engagement de Lord Granville, qui réserve les droits et les réclamations de la Sublime Porte.

Veuillez communiquer ce qui précède à sa Seigneurie, et entrer immédiatement avec elle dans la discussion et l'examen de cette question pour établir les droits incontestables de la Sublime Porte, conformément à mon télégramme du 22 Juillet.

Je vous enverrai par la poste, indépendamment de la traduction de la lettre Vizirielle mentionnée dans ce télégramme, copie des deux Firmans sur lesquels nous nous basons.

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* Also to Messrs. Gray, Dawes, and Co.

No. 124.

Aarifi Pasha to Musurus Pasha.—(Communicated to Earl Granville by Musurus Pasha, August 3.)

Constantinople, le 2 Août, 1883.

(Télégraphique.)

LE Gouverneur-Général de Bagdad nous télégraphie que le Gérant du Consulat Britannique en cette ville, se basant sur la défense faite précédemment aux bateaux Lynch de naviguer sur le Tigre, menace de l'arrivée à Bassorah de la flotte Anglaise.

Je suis persuadé qu'il suffira à votre Excellence de signaler ce fait à Lord Granville pour que sa Seigneurie veuille bien désapprouver le dit Agent.

No. 125.

Mr. Wyndham to Earl Granville.—(Received August 4, 5·15 P.M.)

Constantinople, August 4, 1883.

(Commercial.)
(Telegraphic.)

NAVIGATION of Tigris.

Colonel Tweedie informs me in a telegram dated yesterday, that Vali has allowed parcel of mails to be landed.

No. 126.

Earl Granville to Mr. Wyndham.

Foreign Office, August 4, 1883.

(No 130. Commercial.)

Sir,

THE Turkish Ambassador showed to me yesterday a telegram from the Porte, of which I inclose a copy herewith, complaining that the British Acting Consul-General at Bagdad had threatened the Vali with the arrival of a British fleet at Bussorah.†

I have told his Excellency that we have no information that Colonel Tweedie had held any such language, and much doubted his having done so. He certainly could not have formally made such a declaration without being authorized to do so. It was, however, possible that he might have intimated as his personal opinion that some such result might follow the insulting proceedings of the Vali.

I am, &c.

(Signed) GRANVILLE.

No. 127.

Earl Granville to Mr. Wyndham.

Foreign Office, August 4, 1883.

(No. 131. Commercial.)

Sir,

THE Turkish Ambassador called on me yesterday and gave me the inclosed telegram, stating that the Porte had decided on revoking for the present the measures taken by the authorities at Bagdad with regard to the navigation of the Tigris by Messrs. Lynch and Co.'s vessels.†

This decision was, however, subject, as his Excellency explained, to three conditions:—

1. That it was not to be considered as in any way prejudicing or derogating from the rights claimed by the Porte in regard to the navigation of the Tigris.

2. That the question of those rights and of the extent and nature of the privileges conceded to the Company should be examined and discussed between the two Governments.

3. That there should be no question of claims for compensation on account of what had taken place.

I told Musurus Pasha that he had mentioned this last condition to me in our previous conversation on the subject, and that I had told him that it was not one to which we could agree.

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* No. 124. † No. 123.

Musurus Pasha admitted that I had objected to it, but said that he had told his Government that he believed it might be admitted, and added that he feared if it were declined the Porte would drop the negotiation altogether.

His Excellency called upon me again this afternoon and reverted to the subject.

I repeated, as regards the third condition, that I had already objected to it. I could not, I said, admit the incompetency of Her Majesty's Government to examine whether there were any private claims for compensation which ought to be met. My own impression was that, although great inconvenience had been wantonly caused by the arbitrary conduct of the Vali, there did not at present seem, on the information already before Her Majesty's Government, to be ground for pecuniary claims, as the stoppage of the vessels had ceased.

If the Vali had been acting without authority from the Porte, and if sufficient satisfaction were given for the insults which have been offered by him, and which must appear unjustifiable to the Sultan and to his Government, it would remove difficulties as to any question of damages, and would enable the agreement for the future to be conducted on very friendly conditions.

I have, &c.
(Signed) GRANVILLE.

No. 128.

Mr. Wyndham to Earl Granville.—(Received August 6, 7·45 P.M.)

(Commercial.)
(Telegraphic.) *Constantinople, August 6, 1883, 3·45 P.M.*

THE Minister for Foreign Affairs has requested me privately to beg your Lordship to overlook the mistake made by the Porte with regard to the navigation of the Tigris.

No. 129.

Acting Consul-General Tweedie to Earl Granville.—(Received August 7.)

(No. 19.) *Bagdad, July 13, 1883.*

My Lord,

IN continuation of despatch No. 18, dated the 6th instant (navigation of Tigris), I have the honour very respectfully to submit, for your Lordship's information, copy of despatch of yesterday's date to Her Majesty's Chargé d'Affaires at Constantinople, and inclosures.

I have, &c.
(Signed) W. TWEEDIE.

Inclosure 1 in No. 129.

Acting Consul-General Tweedie to Mr. Wyndham.

Bagdad, July 12, 1883.

I HAVE the honour very respectfully to lay before you the following further correspondence and remarks on Tigris Navigation question, in continuation of despatch of the 6th instant.

2. First of all, it seemed necessary to address to his Excellency the Vali, under date 6th instant, embodying substance of Messrs. Lynch and Co.'s protest, on subject of the "Majidiah" having been compelled, through obstructive action of Ottoman authorities, to leave for Basra without taking in cargo on the 6th idem.

3. Receipt of your telegram in cypher of the 6th instant, intimating action taken on my report as to soldiers ("zaptiehs") having been sent on board the "Majidiah" may here be acknowledged in passing.

4. Next is submitted herewith copy of Company's letter to me, dated the 8th instant (with inclosure), reporting incidents which befell their steamer "Khalifah" between Basra and Bagdad; also circumstance of her passengers,

including British Indian subjects, being then under detention on board, owing to an officer of zaptiehs having intimated to her Commander that they would not be allowed to land.

5. By means of application made to his Excellency the Vali in person, through a Dragoman, and in a friendly manner, permission was, after twelve hours' delay, obtained for above passengers to land, and reported to you in my cypher telegram of same day.

6. Next came his Excellency the Vali's letter to me of the 8th instant, replying to my two letters, dated the 5th and 6th idem, of which this is in continuation. It will be seen that, on the statement of a police officer, his Excellency declares the zaptiehs did not enter the steamer, a view on his Excellency's part which it would be useless combating merely by a rejoinder, although immediately on reading his letter I thought it as well to assure you by telegraph that my report on point at issue was not one which could be got over by means of mere denial of its accuracy. The affidavit of a trustworthy witness has also been recorded by me in confirmation of it, copy of which is herewith submitted.

7. During last few days I have been doing my best to arrange, without further correspondence, that permission should be granted by Local Government for discharge of her valuable cargo by steamer "Khalifah," now lying opposite custom-house here, in circumstances described in Company's letter to me of the 9th instant. At first there seemed hope that the Head of the Customs Department here might, perhaps, in the interests of his own bureau, be able to persuade his Excellency the Vali to yield on this point; but, on this hope failing, I thought it only right to lay before his Excellency officially an extract from Messrs. Lynch and Co.'s letter, along with a letter from myself, so that his Excellency might, at all events, not be left unadvised as to the grave commercial risks and other complications which his present proceedings were causing.

8. My telegram to you of to-day embraced two subjects: (1) prospect of steamer now here ("Khalifah") having to leave for Basra again with Indian letter mails, carrying back her undelivered cargo, and even, indeed, the parcel mails of Indian Postal Department, which she brought up with her as usual, and has been prevented all this week from landing; and (2) steps to be taken, as far as circumstances will just at present admit, for the assertion of our position and conservation of our rights the next time one of our steamers reaches Bagdad.

9. Touching cargo, nothing can be done with the means and appliances available, nor, indeed, does this seem to fall, in existing circumstances, within the scope of merely Consular action, beyond, at least, the point of one's doing his best to persuade the Local Government to alter its present obstructive and unfriendly attitude in regard to it.

10. But the mails of the Government of India, whether letters or parcels, seem to come under a different category altogether. These are not borne on the steamer's manifests, but are consigned to the Consul-General and Resident, in his official capacity of Postmaster. Notwithstanding these facts, the Ottoman authorities have on several occasions evinced their desire to insist on, at all events, the parcel mails being considered as cargo, and it was to meet this difficulty, and obviate the raising, if it could be avoided, of a somewhat complicated question, that, about this time last year, on a new Customs Master assuming charge of affairs here, I met his considerably more extensive views on this point by arranging with him, in a friendly and unofficial manner, purely tentatively and experimentally, and subject, of course, to the approval of the Government of India, that while the letter mails should continue to be landed unexamined at the Consulate, as our mail-steamers passed it on their way to their anchorage at the custom-house, the parcel mail should be carried on to the custom-house and delivered the following day to an official of the British Post Office, after the Customs Master had had an opportunity of taking such measures in regard to them as he thought requisite for the protection of his Government from loss by smuggling.

11. It was in pursuance of the above arrangement that on Sunday morning last (8th instant), when fetching off in a Consular boat the letter mails as the steamer passed the Consulate, I refrained from bringing off the parcels also, trusting that, if we adhered to our understanding with the Customs Master, he would not depart from it either, but persuade his Government to allow him to have the parcel mails duly delivered to me in the usual manner. This, however, he has, whether from want of will or want of power (I believe the latter), failed to do, and I have therefore seen my way very clearly to submit to you the opinion that we shall be acting distinctly within

our rights if, in future, while the present unfortunate difficulty lasts, we land the mails of the Government of India *en bloc*, both parcels and letters, as the mail-steamer passes the Consulate, taking care, as it will even then be easy to do, that the Customs Department shall have notice, time, and every facility afforded to it for sending some one to check, before delivery, the parcel mails, should it desire to do so.

12. As regards our right to land British subjects, of whatever nationality, at the Consulate instead of letting them be carried on, *nolens volens*, to the anchorage opposite the custom-house, that seems too plain to require any remark. As a matter of fact, passengers desirous of being so landed have always had the privilege accorded to them, and the proceedings of this Local Government in detaining, last time, for at least twelve hours, the "Khalifah's" Indian passengers, renders it, I respectfully and deferentially submit, incumbent on us to stand firmly on our rights, on this, as on every other point bearing on, or arising out of, the present controversy, and at all costs take care that Her Majesty's subjects shall not again be exposed, without so much as having been accused of any offence, to detention on board a British steamer by zaptiehs in the service of a foreign Government.

13. I had hardly written thus far when the Company's Manager called and intimated to me that there had been some mistake in his information, and that the mail-steamer "Majidiah," which had not been expected by him till to-morrow evening, was now on the point of arriving here from Basra. There has thus scarcely been time for my telegram to you of noon to-day to reach Therapia and be considered, and, in order to err, if at all, on the side of patience and moderation, I have, in these circumstances, resolved on abstaining, this time also, from ordering the parcel mails to be brought off as the steamer passes the Consulate-General. The letter mails will, however, be landed in that way as usual; also all passengers as to whose being subjects of Her Majesty there is no room for doubt.

P.S., dated 13th.—The "Majidiah's" return enables submission, in continuation of paragraph 6 *supra*, appended affidavits by her commander and chief officer respectively, confirming, if further confirmation be requisite, my official reports to you, by telegraph, as to the placing of soldiers on board of her, the day before she left this for Basra.

It will be perceived that when Commander Cowley first had this incident brought to his knowledge by his chief officer, so far was he from hastening to notice it that it was not till several hours later that he made any report at the Consulate-General about it, and then only in connection with the proceedings of certain soldiers on the river bank, who were preventing his servants from carrying his personal supplies on board.

Inclosure 2 in No. 129.

Acting Consul-General Tweedie to the Governor-General of Baydad.

Baydad, July 6, 1883.

IN continuation of letter of to-day, it is my further duty to intimate to your Excellency that I have just received, and submitted to my Government, a protest from Euphrates and Tigris Navigation Company against action of your Excellency's Government in forcibly preventing yesterday, as to some extent also on the 28th ultimo, the Company's servants from receiving merchandise and passengers as usual on board the "Majidiah" when about to leave with the British mails for Basra.

2. Following extract from Company's protest will surely receive your Excellency's consideration:—

"We are under heavy contracts with merchants here for conveyance of cargo to Basra, and have chartered our steamers to carry it thence to its destination, for which, full or not full, we shall have to pay; and the most serious complications will arise, for which, and for all other loss sustained by the Company in consequence of the action herein complained of, we have no doubt the Directors will eventually put forward a claim to damages, and these claims, we venture to hope, will receive the full support of Her Majesty's Government.

3. It is thus apparent that the present proceedings, even when regarded in their commercial bearings only, must cause a very serious question to arise, and have already led, as this protest shows, to heavy claims for damages.

Inclosure 3 in No. 129.

Messrs. S. Lynch and Co. to Acting Consul-General Tweedie.

The Euphrates and Tigris Steam Navigation Company (Limited), Bagdad, July 8, 1883.

Sir,

WE have the honour to inclose, for your information, in original, a letter of this date just received from Captain Clements, commanding the Company's steam-ship "Khalifah," which, as you are aware, arrived this morning.

We have, &c.

(*Pro* Stephen Lynch and Co.),
(Signed) THOS. H. BLOCKEY, *Agents.*

Inclosure 4 in No. 129.

Captain Clements to Messrs. S. Lynch and Co.

HEREWITH inclosed I forward you two letters I received on the 3rd instant when in Basra—one from the Mutessarif of Basra, and one from the Commodore of the Turkish fleet lying there.

I had also received your telegram beginning "Vali has intimated that Turkish gun-boat at Koorna will prevent your entering Tigris," with other telegrams of instructions. Upon receipt of these letters I at once went to the Consulate to consult Lieutenant Ramsay, Her Britannic Majesty's Consul there, showing him your instructions and asking his advice.

Lieutenant Ramsay informed me that I should be doing quite right in acting upon your instructions, as he had received no instructions from the Consul-General at Bagdad to order me to stop.

I left Basra at noon on Wednesday, the 4th instant, having Her Majesty's mails, a few passengers, and all my cargo on board. Upon arrival at Koorna, at 5 P.M. the same evening, two boats put off from the gun-boat lying there. I at once eased and stopped my engines, left the deck in charge of my chief officer, and went down to receive the Commander of the gun-boat who had pulled alongside. He refused to come on board, so I asked him what he required of me; he said that he had received instructions by telegram to protest against my entering the River Tigris, but that I was at liberty to go up the River Euphrates. I replied that I regretted I could not listen to his protest, and should be compelled to proceed as usual unless I received orders from the British Consul-General at Bagdad to stop; informing him at the same time that I had the Indian mails on board. While lying abreast the gun-boat the port on her main deck was thrown open, and a gun brought to bear upon me; also a gun on her forecastle deck, and men standing by ready to serve them. Seeing this I asked of the Commander did he intend forcibly to prevent my proceeding, by firing his guns upon me; he replied that he had not received that order yet. After conversing with the Commander for about fifteen minutes I proceeded without any further molestation.

At 8·20 P.M., whilst steaming past Seraja, the Arabs stationed there called out to us not to proceed, as it was unsafe. Sheik Yessir with his Arabs was at Hamayan, a short distance above Ezra's tomb, and that the Turkish steamer "Mousul" had fired upon them, and that Sheik Sheu had been fighting with them up to sunset, but that they did not know which had been defeated. I came to and sent my pilot on shore to ascertain the truth of this report, &c., and determined to remain there till daybreak. By Thursday morning at daybreak having rigged up all such barricades as possible for protection, I proceeded up river, took on board some of our passengers who were waiting for us at the tomb, and went on. A short distance above the tomb an Arab on horseback hailed us and told us to proceed without fear, that Sheik Sheu was at Hamayan and had driven Sheik Yessir and his Arabs into the marsh.

Upon arrival at Amarah I found the bank of the river abreast our coal store lined with soldiers with muskets and fixed bayonets. An officer called out to us not to come alongside; that no one from the ship could land or have communication with the shore. I brought up on the stream, and asked for an interview with the Mutessarif. I went on shore, accompanied by Mr. Henry Svoboda (supercargo) and Abbass-ibn-Ali (my pilot); was courteously received by the Mutessarif, who informed me that under instructions from the Vali Pasha of Bagdad he could not allow my passengers, crew,

or any one on board, to have communication. I remonstrated with him, telling him that I had mails, passengers, and cargo to land there. Asked him if I could not go alongside my coal store and take in some coal, the said store being the property of the Company; but he firmly declined to allow me to come alongside or to hold any communication, so I proceeded. Upon arrival at Kut-el-Amarah I met with a repetition of the same conduct, so have brought up all mails, passengers, and cargo to Bagdad.

Upon arrival in Bagdad to-day I brought up abreast the custom-house, after having landed the letter bag of mails at the Residency, and was then informed by an officer of zaptiehs that no one would be allowed to leave the ship. I have several Indian and Persian passengers on board who wish to land.

Inclosure 5 in No. 129.

The Vali of Bagdad to Acting Consul-General Tweedie.

July 8, 1883.

I HAVE considered your two letters, dated the 5th and 6th instant, former protesting against six armed men, or zaptiehs, having entered the "Majidiah," and latter referring to claim for loss and damages on part of Company for no merchandize being given them.

Superintendent of Police reports officially that, as the "Majidiah," as well as the Company's other steamer, under orders issued by Sublime Porte, is prohibited from running on Tigris, zaptiehs, carrying no guns, have as usual been posted at certain places, in order to prohibit the steamers from receiving and discharging cargo and passengers; but that it is devoid of truth that they entered the steamer.

With all this, should circumstances require their entry, with the object of maintaining the prohibition, they have a right to do so.

I therefore deem it my duty to refuse acceptance of the protest in this respect.

Inclosure 6 in No. 129.

Statement of William Tartt.

In the Court of Her Britannic Majesty's Consul-General, Bagdad.

July 11, 1883.

MR. WILLIAM TARTT, being duly sworn, makes following statement on his oath:—

"I am a European British subject, native of Madely Wood, Shropshire, England, and have been nineteen years in Bagdad, as engineer in service of Euphrates and Tigris Steam Navigation Company.

"On afternoon of 5th instant, about 3 P.M., certain carpenters under my orders came and reported to me that zaptiehs on board the 'Majidiah' would not allow them to go on board the vessel. I reported this to Manager, and proceeded on board steamer myself. That was about 4 P.M., English time. Three zaptiehs met me when I got to gangway. They were on board, and I was only going on board. They raised no objection to my going on board, but they had sticks in their hands, and were preventing others from going on board. I feel convinced the zaptiehs had their belts and bayonets on, but to this point I do not swear. When about to leave ship again, I called a boat to take me off; and when the boat was coming an Ottoman zaptieh, one of those on duty on board 'Majidiah' at time, moved along on board to where I stood, and ordered boatman off. I encouraged boatman to disobey this order, and so got off in his boat. It is totally impossible any one can deny zaptiehs were on board that steamer at time I am deposing to, or that they were interfering with people coming and going on board of her.

"Whereto under my hand I make affidavit.

(Signed) "W. TARTT."

"Q. (*To Mr. Tartt by Consul-General*): You are an old resident of Bagdad, and know what zaptiehs are. By what English word, whether 'soldiers,' 'policemen,' or

what, would you render in English term 'zaptieh'?—*A.* From all I have seen of zaptiehs, I would call them soldiers, in every sense of the word.

(Signed) "W. TARTT."

Inclosure 7 in No. 129.

The Manager, Euphrates and Tigris Steam Navigation Company (Limited), to Acting Consul-General Tweedie.

July 9, 1883.

WE have the honour to inform you that the Custom-house authorities have resolutely refused to discharge the cargo *ex* steam-ship "Khalifah," which comprises goods from all parts of Europe and India, owned by merchants of all nationalities.

2. We are, as you are aware, under contract with Her Britannic Majesty's Government for the conveyance of the Indian mails, and, in fulfilment of such contract, the steam-ship "Khalifah" will (D.V.) leave Bagdad as usual with Her Majesty's mails at the end of the week.

3. In view of the serious complications which will be occasioned if, through the refusal of the Customs authorities of the vilayet to allow the steamer to unload, she is compelled to carry her cargo back again to Basra, we write to point out beforehand, for such action as you may think necessary, the consequences of such a step, not only from the disappointment it will cause to the Bagdad consignees of all nationalities whose goods we are prevented from delivering to them, but from the heavy claims for damages which may thus arise, especially if anything should happen to the undischarged cargo now that it has ceased to be covered by its insurance.

Inclosure 8 in No. 129.

Acting Consul-General Tweedie to the Vali of Bagdad.

July 11, 1883.

ALTHOUGH your Excellency has intimated that you consider the orders of your august Government deprive you of all option, and absolve you from all responsibility in connection with the present proceedings against Lynch and Co.'s steamers, yet I feel it my duty, in a spirit of friendship, to inclose, for your Excellency's serious consideration, extract from Company's letter of 9th instant, explaining still further some of the consequences of their steamer now waiting opposite custom-house continuing to be prevented from discharging her cargo as usual.

2. How, I would ask, can any Consul-General, or Consul, placed here to protect the commercial and other interests of his country, alter long-standing arrangements merely at the call of the local authorities, and without the orders of his own Government, inflicting in so doing, with his own hand, a grave injury on all the interests intrusted to him.

3. In the long and friendly conversation which your Excellency allowed me to hold with you on this subject on 17th ultimo it was referred to in all its principal bearings, and every endeavour was made to persuade your Excellency, in the exercise of your high functions as Governor-General and Representative of His Imperial Majesty the Sultan, in this remote yet highly important province, to address to your Government such representations as would lead to the adjustment of the present by no means difficult question, in consonance at once with established facts, with essential circumstances and requirements, and with the ancient amity and alliance subsisting between the two high Governments. And although your Excellency then, as subsequently, expressed your inability to do so, yet I cannot permit myself altogether to abandon the hope that when the consequences to which these proceedings are now manifestly tending receive a further share of your Excellency's consideration, you will willingly do all that is right and incumbent for the promotion of beneficial results.

Inclosure 9 in No. 129.

Statement of Commander Cowley.

In the Court of Her Britannic Majesty's Consul-General, Bagdad.

July 13, 1883.

COMMANDER HENRY V. COWLEY having been duly sworn makes affidavit as follows:—

"On afternoon of 5th instant, steamer 'Majidiah,' of which I, a European British subject, native of Ireland, and in service of "Euphrates and Tigris Steam Navigation Company," and Commander, was preparing to start following morning from Bagdad for Basra. At noon that day my chief officer sent me a written Report that six soldiers of the Turks were placed on board vessel. I was at home, on shore, when he made that Report. About two hours afterwards I went on board, and saw four Turkish soldiers there, preventing passengers from coming on board. By word 'soldiers' I mean 'zaptiehs,' or gensdarmes. Their uniform was light blue, with white braiding. In their hands they had switches, and at their sides, in their belts, they had their bayonets. They did not interfere with me, nor did I speak to them. I observed that from on board our ship they were frightening away passengers who were approaching her. I did not see them beating any of the ship's crew, but my 'tindal' (boatswain) informed me they had been doing so. Towards evening same day, after I had come back from steamer again, my butler came and informed me my table provisions for the trip were being prevented from being taken off to the ship. It was on hearing of this that I came to Consulate in person to report, and it was while reporting this stoppage of my provisions that I reported also to Consul-General in person that soldiers had been posted that day, to my certain knowledge, on board my steamer.

"Above is my affidavit, whereto I put my signature.

(Signed) "H. V. COWLEY."

Inclosure 10 in No. 129.

Statement of Richard Denton.

In the Court of Her Britannic Majesty's Consul-General, Bagdad.

July 13, 1883.

RICHARD DENTON, Chief Officer of steamer "Majidiah," having been duly sworn, makes affidavit as follows:—

"About noonday before steamer left last trip for Basra I received, when in my room on board, report from watchman on duty that several zaptiehs were on board of us. I at once went out and saw four zaptiehs dressed in blue, with white facings, the same as the common Turkish soldiers, with sticks in their hands and side arms, that is, bayonets in their belts. I said nothing to them and they nothing to me, but went to my room and officially wrote to Captain to say that four Turkish soldiers were on board; also verbally told one of the clerks to report same to Company's manager.

"I am a European British subject, native of Surrey. I have been two years and nine months in Company's service, and I have never seen zaptiehs put on board officially before. I saw four at first, but afterwards six; two in main gangway, two aft, and two forward. I consider they had regularly taken charge of steamer for purpose of preventing passengers or cargo from coming on board.

"Above is my affidavit, whereto I put my signature.

(Signed) "R. DENTON."

No. 130.

Mr. Lynch to Earl Granville.—(Received August 8.)

The Euphrates and Tigris Steam Navigation Company (Limited),
3, Salter's Hall Court, Cannon Street, August 7, 1883.

My Lord,

I HAVE the honour to inclose, for your Lordship's information, copy of the favourable telegram, dated the 6th instant, received this morning from our Agents at Bagdad.

We thank you most sincerely for the powerful support which the affairs of the Company have received at your Lordship's hands, and which we trust will prevent the possibility of any recurrence of the recent obstruction.

The Consul-General at Bagdad thinks it unadvisable to employ the Company's barges to take up the accumulation of cargo unless he is advised by your Lordship to do so.

I have, &c.

(Signed) T. K. LYNCH, *Chairman.*

Inclosure in No. 130.

Telegram from Bagdad, dated August 6, *and received August* 7, 1883.

RESTRICTIONS were removed at noon yesterday (Sunday); "Majidiah" left this morning empty. Customs closed yesterday, Mahommedan holiday; will load from Busreh.

"Khalifah" expected to-day empty; will leave Friday full.

Regarding the employment of barges suggested by you, the Resident thinks it not advisable unless desired by Government, in which case he should be advised.

No. 131.

Earl Granville to Mr. Wyndham.

(No. 135. Commercial.)

Sir, *Foreign Office, August* 8, 1883.

WITH reference to previous correspondence relative to the question of the navigation of the Tigris, I transmit herewith, for your information, the papers noted in the margin.*

I am, &c.

(For Earl Granville),

(Signed) EDMOND FITZMAURICE.

No. 132.

Lord E. Fitzmaurice to Sir E. Mallet.

(Confidential.)

Sir, *Foreign Office, August* 8, 1883.

WITH reference to previous correspondence relative to the question of the navigation of the Tigris, I am directed by Earl Granville to transmit to you, for the information of the Earl of Kimberley, the papers noted in the margin.*

I am, &c.

(Signed) EDMOND FITZMAURICE.

No. 133.

Lord E. Fitzmaurice to Mr. Plowden.

Sir, *Foreign Office, August* 8, 1883.

IN reply to your letter of the 31st ultimo, I am directed by Earl Granville to state that it would be well that you should remain in England for a short time longer until the question at issue with the Porte relative to the navigation of the Tigris is further advanced.

I inclose, confidentially, for your information, papers on this subject as marked in the margin.*

I am, &c.

(Signed) EDMOND FITZMAURICE.

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* No. 92; and Memorandum by Sir E. Hertslet.

No. 134.

Mr. Plowden to Sir J. Pauncefote.—(Received August 13.)

August 11, 1883.

Sir,

I HAVE the honour to acknowledge Lord Edmond Fitzmaurice's letter of the 8th August, intimating Earl Granville's desire that I should remain in England for a short time longer pending settlement of the question of the navigation of the Tigris by British merchant-vessels.

In reply, I beg to inform you that to enable me to comply with his Lordship's wishes, I have applied to the Secretary of State for India for an extension of leave.

I am, &c.
(Signed) TREVOR CHICHELE PLOWDEN.

No. 135.

Lord E. Fitzmaurice to Mr. Lynch.

Foreign Office, August 13, 1883.

Sir,

I AM directed by Earl Granville to acknowledge the receipt of your letter of the 7th instant, and in reply to your inquiry with respect to the employment of barges, I am to state that while an arrangement with respect to the navigation of the Tigris is under discussion with the Porte, Her Majesty's Government cannot insist on the use of the barges, which is a point in dispute.

I am, &c.
(Signed) EDMOND FITZMAURICE.

No. 136.

The Secretary of the Euphrates and Tigris Steam Navigation Company to Earl Granville.—(Received August 15.)

3, *Salter's Hall Court, Cannon Street, London, August* 13, 1883.

My Lord,

ON the 7th instant I had the honour to forward to your Lordship the copy of a telegram from Bagdad, stating that the prohibition against our steamers had been withdrawn, but that the employment of the barges for carrying forward the accumulation of cargo was not deemed advisable without the direct support of the Foreign Office.

From the telegrams which have appeared in the daily papers, we learn that the Turks have provisionally restored the *status quo ante*. This we understand to mean that the right set forth in the Foreign Office letter of 1860 (17th February) to Messrs. Stephen Lynch and Co. remains intact, viz., "That British vessels should be allowed to pass up and down the Rivers Tigris and Euphrates under their own flag, paying for the merchandize on board according to the Treaty of Balta Liman, and staying to carry on the internal traffic at their pleasure."

The action of the Turkish Government in stopping the steamers has resulted in the accumulation of cargo at Bagdad and Busreh, and claims are pending in consequence.

With your Lordship's permission I would now telegraph to the Company's agents to make use of the three steamers and the barges which the Company have on the Tigris, but before doing so I await your Lordship's authority.

I have, &c.
(Signed) , *Secretary.*

No. 137.

Mr. Wyndham to Earl Granville.—(Received August 16.)

(No. 238. Commercial.)

My Lord,

Therapia, August 1, 1883.

I HAVE the honour to acknowledge the receipt of your Lordship's instructions, dated yesterday, and to report that I have conveyed to Colonel Tweedie, Her Majesty's Acting Consul-General at Bagdad, your approval of his proceedings as reported to me in his telegraphic despatches of the 24th and 26th instants on the question of the navigation of the River Tigris.

I have, &c.
(Signed) HUGH WYNDHAM.

No. 138.

Mr. Lynch to Earl Granville.—(Received August 16.)

The Euphrates and Tigris Steam Navigation Company (Limited),

My Lord,

3, *Salter's Hall Court, Cannon Street, August* 15, 1883.

IN my absence on Monday last the letter from Captain Clements, commanding the steamer "Khalifah," and which I had the honour of reading to Lord Edmond Fitzmaurice on Saturday, was omitted to be inclosed, as arranged with his Lordship. I have therefore to inclose it, and remain, &c.

(Signed) T. K. LYNCH, *Chairman.*

Inclosure in No. 138.

Captain Clements to Messrs. S. Lynch and Co., July 8, 1883.

[See Inclosure 4 in No. 129.]

No. 139.

Lord E. Fitzmaurice to the Secretary of the Euphrates and Tigris Steam Navigation Company.

Sir,

Foreign Office, August 17, 1883.

I AM directed by Earl Granville to acknowledge the receipt of your letter of the 13th instant, and, in reply, I am to state that, pending the settlement of the questions now under discussion between Her Majesty's Government and the Porte, the Euphrates and Tigris Steam Navigation Company must, in the opinion of Her Majesty's Government, confine their operations on those rivers to two steam-vessels, and must not employ barges.

I am, &c.
(Signed) EDMOND FITZMAURICE.

No. 140.

Acting Consul-General Tweedie to Earl Granville.—(Received August 18.)

(No. 20.)

My Lord,

Bagdad, July 20, 1883.

IN continuation of despatch No. 19, dated 13th instant (navigation of Tigris), I have the honour very respectfully to submit, for your Lordship's information, copy of despatch of to-day's date to Her Majesty's Chargé d'Affaires at Constantinople, and inclosures.

I have, &c.
(Signed) W. TWEEDIE.

Inclosure 1 in No. 140.

Acting Consul-General Tweedie to Mr. Wyndham.

Bagdad, July 20, 1883.

I HAVE the honour very respectfully to submit herewith, in continuation of my despatch, dated 12th instant, on Tigris Navigation question, copy of letter, dated 14th idem, from Navigation Company's local manager, purport of which was promptly telegraphed to you, and repeated to Her Majesty's Principal Secretary of State for Foreign Affairs; an official protest (dated 14th idem) being also sent to his Excellency the Vali in regard to it; copy of his Excellency's answer, dated 16th idem; also copy of another letter from his Excellency, dated 16th idem, in reply to letter of the 11th instant, copy of which was inclosed in my despatch of the 12th instant.

2. Last Saturday I received my applications, through Dragoman, first to Superintendent of Customs (Tewfik Effendi), then to his Excellency the Vali, with object of orders for prevention of "Khalifah" from discharging and receiving cargo being withdrawn, or, at any rate, permission given for landing Government of India's parcel mails. I regret to say these endeavours failed. The Customs Superintendent declared he was powerless in the matter; while his Excellency the Governor-General firmly stated he would compel even the parcel mails to be taken back to Basra, and sent up here again in an Ottoman vessel.

3. Following day (15th instant) "Khalifah" left for Basra, with mails, only carrying back all her cargo, in protesting against which I took the opportunity of receiving fully, in an official letter (dated 15th instant), present proceedings and correspondence up to date. With exception of course of its references, I do not think there is much in that letter which was not pressed on his Excellency's consideration, even more fully and plainly, during our long conversation of 17th ultimo, when, as already reported, it was very evident, from his own words, that he had thrown himself into the present proceedings with the greatest ardour. Still, as will be observed, I have not ceased protesting; and if it be useless trying to impress his Excellency himself, there may be in his Council one or two who differ from him, through whom favourable effects may be produced. Postcript of my above letter to his Excellency was suggested by contents of his two letters, dated 16th instant, delivered at Consulate before mine was dispatched.

4. Reference may next be made to circumstances occasioning telegram to you of 15th instant (repeated to Foreign Office), complaining of his Excellency the Vali's having stated or implied, in letter of which purport was submitted with my despatch of the 12th instant, that the allegation as to soldiers having entered steamer "Majidiah" was contrary to fact. The remonstrance on this point, which I reluctantly but clearly saw it my duty to put in, has not, so far, been thought to call for any notice or reply on his part.

5. In my yesterday's cypher telegram (repeated to Foreign Office), referring to the eight passengers (five of them women) detained these last eight days on board "Majidiah," owing to all attempts to land them at or near usual spot in the steamer's boats, being frustrated by soldiers stationed for purpose on river bank by the Governor-General's orders, it was mentioned that several of these unfortunate people are, it is said, subjects of the Imam of Muscat. None of them have applied to me by Petition or otherwise, so that their nationality has not been ascertained. This also, however, seems a point not without a certain degree of importance, and I am unofficially informed that the Persian Consul here, on the strength of certain visionary claims of his Government to suzerainty of Muscat, has been telegraphing about them both to Persian Embassy, Constantinople, and to Tehran. All this, if the case, but shows how widely the consequences of his Excellency the Vali's present action tend to ramify Great Britain's position here, with all the political and commercial advantages belonging to it, no matter in what Treaty, Firman, or other document formulated, depends practically, I would respectfully and deferentially remark, (1) on the friendship of His Imperial Majesty the Sultan, and (2) on our own power of asserting, whenever necessary, our rights. No one can say of the present attitude of this Local Administration that it harmonizes with the amity still uniting the two Governments, unless, indeed, as may possibly be the case, all these proceedings should have proved to have emanated, not from the Government of His Imperial Majesty the Sultan so much as from some subordinate and intermediate functionary or Department, such as the Sublime Porte is now prepared to bring to condign punishment, in satisfaction for these blows at once on our dignity, our safety, and our

commerce. This may not be a topic on which it becomes me to write. But I venture respectfully to represent, from the local-view points appertaining to me, how serious are the consequences now actually (to say nothing of the future) developing themselves here in connection with all these actions on the part of the Bagdad Government.

Inclosure 2 in No. 140.

The Manager, Euphrates and Tigris Steam Navigation Company (Limited), to Acting Consul-General Tweedie.

July 14, 1883.

WE regret to have to inform you that the whole of the native crew on board the "Majidiah" are kept there as close prisoners; and we have the honour to request the favour of your influence in getting them released. An attempt was made yesterday to land the watch in the ship's boat, but they were abused by the zaptiehs on the bank and prevented from leaving the boat.

2. Such conduct on the part of the authorities seems quite without excuse, for the men have committed no fault, and we can only imagine that such persecution is practised with the view of causing the men to desert the ship, thus leaving her without a crew.

3. There are only nine passengers in the ship, and these also are still on board and extremely troublesome.

Inclosure 3 in No. 140.

Acting Consul-General Tweedie to the Vali of Bagdad.

July 14, 1883.

TO make sure of your Excellency's not being, by any possibility, unacquainted with the extraordinary circumstances reported in Euphrates and Tigris Steam Navigation Company's letter to me of to-day's date, extract from which is inclosed, I hereby officially bring them to notice, and protest against them, making merely these two remarks:—

1. The crew thus treated, whether British subjects or not, are all servants of a British vessel; and

2. The nine unoffending passengers now under detention on board same vessel, owing to action of your high Government in preventing them from landing, placed themselves on board of her, on their lawful business, trusting to the protection of the British flag.

Inclosure 4 in No. 140.

The Vali of Bagdad to Acting Consul-General Tweedie.

July 16, 1883.

IN reply to your letter of the 14th instant and its inclosure, I have to state that owing to designation, "Euphrates and Tigris Company," being used in letter, contrary to facts and tenor of Firman, document in question is ineligible for perusal or acceptance, and is herewith returned. Your letter contains only what has been stated before, and the reply is, that Lynch and Co. having failed to submit to this Government's intimations, and, by abusing their privilege, necessitated the Government to do its duty, if any breach of Rules and Conventions have occurred, responsibility can only fall on manager of that firm, and on the Commanders of the steamers, for having, by the audacity of their proceedings, caused such measures to be taken. With great respect (Kamal ihtiram), I must say the loss and interruption now falling on cargo and passengers brought here in these steamers must all be set down to their manager and commanders, seeing that it was after due notice had been given, ineffectual y, that prohibition and coercive measures were necessitated to make them submit. This would have been realized had the necessary instructions been given to these officers by you, in sense of my letter communicating the prohibition.

Inclosure 5 in No. 140.

The Vali of Bagdad to Acting Consul-General Tweedie.

July 16, 1883.

I HAVE had the honour of receiving your letter of the 11th instant, inclosing Messrs. Lynch and Co.'s letter to you, dated 9th idem (recapitulates contents).

2. You have already received due notice that the running of these steamers on Tigris is not covered by Firman, and has been protested against.

3. In the face of all the correspondence and obstructive measures resorted to, the steamers have persisted in receiving goods and running, and hence the owners of the goods naturally raise claims for loss and damages.

4. This Government has nothing to do with such claims. You will admit that responsibility must be borne by Company itself for having disobeyed above prohibitory orders, and this should be communicated to Company.

5. In consideration of these steamers not being privileged to run on the Tigris, and of their having run contrary to orders, Customs Department must be held excused for non-acceptance of goods, and I also for adhering in this matter to my duty.

Inclosure 6 in No. 140.

Acting Consul-General Tweedie to the Vali of Bagdad.

July 15, 1883.

IN continuation of previous letters, it is my duty to protest against another British steamer, the "Khalifah," on her leaving to-day for Basra, in fulfilment of her contract with the Government of India, having been necessitated to carry back her cargo; nay, even Her Majesty's Indian parcel mails, owing to having been forcibly prevented from discharging or receiving cargo at Bagdad.

2. It would be superfluous again to refer particularly to the heavy claims for compensation which this will give rise to; because this feature of the case, as I am informed, is now fully under consideration at London and Constantinople; and the losses which have been suffered here during the last few weeks by European Companies or individuals, by the commerce, as a whole, of Great Britain and other allied Powers, and by unoffending native merchants, trading under the British flag, are such as can, at all events, now not be undone.

3. But I would once more ask your Excellency, as Governor-General of this vilayet, to consider the same proceedings in some of their, if possible, even graver aspects.

4. In my letter, dated 15th June, the opinion was hazarded that the orders which, on the 13th idem, you so suddenly informed me your august Government had issued on this subject, had, perhaps, originated in some misapprehension of the essential points involved, and with much deference, I venture to think so still. The steamers in question, it is true, are not the property of Government, which does not ordinarily take any part in commercial undertakings beyond, that is to say, the obligation resting on it, as on every other civilized Power, of protecting its subjects in foreign territories and waters, which they have entered with its sanction, and guarding them against injury and violence.

5. Your Excellency has said that the responsibility of these occurrences rests with this Consulate, because of its not having prohibited the British steamers from running when called upon by your Excellency to do so: a view from which I have already asked leave strongly to dissent, unless, indeed, the essential circumstances of the Bagdad situation have all been strangely altered, and Her Britannic Majesty's Consul-General been changed, unknown to himself, into a functionary whose duty it is merely to carry out your Excellency's commands.

6. Looking at things as they really are, does your Excellency suppose that the British Government will allow steamers which have been running under its flag on the Tigris for so many years to be driven off by measures like those now in operation, during a time when profound peace unites the two countries? Such an idea, as presenting itself to me at least, seems so impossible that I think any one may be pardoned for ascribing it to misapprehension. But however that may be, your Excellency cannot really think it consonant with the laws regulating the relations of civilized States in general, and of your august Government and mine in particular, that subjects and servants of my Sovereign should be treated, without any fault or provocation on their part, in the

manner now being witnessed, not only at Bagdad, but in other portions also of this Pashalik.

7. For example:

On the 5th instant soldiers entered a British merchant-vessel, anchored off the Bagdad Custom-house, and, during a whole afternoon, forcibly prevented passengers or cargo from entering or leaving her, as already officially protested against by me to your Excellency, and further and circumstantially described in certain documents herewith inclosed for your information.

Again, when the "Khalifah" reached Bagdad two days ago, a number of her passengers, subjects of Her Majesty, were forcibly prevented from landing for upwards of twelve hours, and allowed to do so only on a Consular Dragoman waiting on your Excellency on the subject. At this moment nine passengers are similarly undergoing detention on board the "Majidiah," for no other offence than that they took their places, in all confidence, in a steamer bearing Her Majesty's flag.

Further, only this morning, as above stated, notwithstanding all the explanations conveyed by me, through my Dragoman, to your Excellency last night, the parcel mails of the Government of India, containing, very possibly, documents or other articles of official importance sent to me by my Government, after having been kept impounded for more than a week by your Excellency's orders on board the steamer which brought them, had to be sent back again to Basra, from which place also, I regret to have to add, an action of a startling nature on the part of the local authorities of your Excellency's Government, having reference not at all to British steamers, but to a different department altogether, has been reported to me demi-officially by Her Majesty's Consul, whose official Report I am only awaiting before bringing the subject of it formally to your Excellency's notice.

8. I cannot, of course, without instructions, presume to say what view my Government will take of all these occurrences. Your Excellency is better able than I am to judge of the effect which they are calculated to have on the minds of the uninstructed portion of the people of Bagdad, and the unfortunate impression to which they are daily giving rise throughout the large body of Her Majesty's subjects resident here and elsewhere throughout this vilayet, are such as I shall not in this letter describe. It is equally remote from my duty and inclination to enter into controversial correspondence with your Excellency, whose position, I readily admit, imposes upon you the duty of carrying out instructions strictly. At the same time, your Excellency's position is such a high one, and your knowledge of the essential circumstances and requirements of this Pashalik so complete, that, for the promotion of peace and concord, and in the mutual interests of our two Governments, I venture once more, as a well-wisher, to ask whether your Excellency could not, even now, bring to bear upon the proper authorities of your Government the weight of your official and personal influence, with the object of clearing away from this subject the mists which unhappily seem still to obscure it, averting further complications, and strengthening the foundations of friendship between the Sublime Porte and Great Britain.

9. Your Excellency will have observed that I have not presumed to deal with the general question of the Tigris being closed in future against British merchant-vessels. That the steamers of this category now running do not fully supply the existing transport requirements of the Pashalik, not to mention the increased trade which the multiplication of carriage would develop, is demonstrated by Messrs. Lynch and Co.'s repeated applications for leave to attach cargo barges to their steamers, and by other proofs. Nevertheless, if your Excellency's Government hold that no line of steamers running on the Tigris under the Ottoman flag, whether managed by Government or by Companies, would be able to succeed financially unless protected against all foreign rivalry and competition, then some arrangement would surely prove devisable once the subject was brought forward through the recognized channels of international correspondence, whereby, while the rights and wishes of your high Government in this respect were deferred to, the commerce and communications of the world at large would be saved from sudden shock or dislocation. All that I have ever ventured to maintain, from this point of view, is (1) that the above question has thus far been approached at a point where it was quite impossible for it to be handled successfully; and (2) that even the most friendly and forbearing of Governments cannot be expected to submit to have steamers running under its flag, as well as the passengers and servants, parcel mails and cargo on board of them subjected here or in any other part of the world to treatment like that described in the correspondence, of which this letter forms, as it were, a summary or recapitulation.

P.S.—The following facts must, I feel sure, be already well known to your Excellency:—

1. The authorities of the vilayet cannot under regulations issue their orders to Messrs. Lynch and Co. or other merchants, or others residing in this vilayet under British protection, except through Her Britannic Majesty's Consulate-General.

2. My duty has obliged me to decline, for reasons which have been freely explained, to convey orders to Messrs. Lynch and Co. for stoppage of their steamers.

3. Therefore, how is it possible for responsibility to fall on Messrs. Lynch and Co. for non-compliance with orders which have never been communicated to them through their Consulate?

Inclosure 7 in No. 140.

Acting Consul-General Tweedie to the Vali of Bagdad.

July 14, 1883.

REFERRING to part of your Excellency's letter, dated the 8th instant, in which, accepting apparently as conclusive a police statement, you have written as if Her Majesty's Consul-General had protested to your Excellency against, and reported to his Government a grave occurrence which he had not verified, and which did not admit of verification, it is clearly my duty to inform your Excellency that the officers of my Government are not in the habit of acting in the manner your Excellency's letter implies, and that I consider my official position has not been treated, in regard to the point forming the special subject of this letter, with the courtesy and consideration which are due to it.

No. 141.

Mr. Lynch to Earl Granville.—(Received August 18.)

The Euphrates and Tigris Steam Navigation Company (Limited),
3. Salter's Hall Court, Cannon Street, August 17, 1883.

My Lord,

I HAVE the honour to acknowledge the receipt of your Lordship's letter of the 13th instant, intimating that, whilst an arrangement with regard to the navigation of the Tigris is under discussion with the Porte, the Government cannot insist upon the use of the barges, which is a point in dispute. Your letter partially replies to mine of the same date, which it crossed.

I would, however, respectfully inquire if your Lordship's reply applies equally to the use of the third steamer, the services of which are urgently required to carry forward the accumulation of cargo occasioned by the sudden stoppage of the traffic, and which, in accordance with the terms of Mr. Hammond's letter of the 17th February, 1860, we appear to have a full right to employ.

Until the recent summary action of the Porte this Company has not attempted to run more than two steamers, preferring to submit to the serious restriction of their trade which this involved rather than to trouble Her Majesty's Government with disputes with the Porte upon the subject of their rights. Seeing, however, that the Porte has, by its own action, forced the subject so prominently upon the notice of your Lordship, I trust that, in the settlement of the question, an arrangement will be come to in accordance with our just rights as British subjects, and upon a basis more compatible with the large and rapidly-growing trade between Mesopotamia and Europe and Mesopotamia and India.

In 1860, when Messrs. Stephen Lynch and Co. addressed the Foreign Office prior to the formation of this Company, the ocean trade to Busreh was carried by a few sailing-vessels, numbering not more than about two or three square-rigged ships from India and four from Europe in the course of the year. At the present time, there are large steamers about every five days between Busreh and India, and every week or ten days to Europe. In other words, the traffic is twenty times greater now than it was then.

Whilst this vast growth of ocean steam traffic has developed steam communication on the river has been almost stationary, to the great detriment of British trade.

I must also draw your Lordship's serious attention to the fact that the present is not the first occasion on which force has been used against the Company's vessels, for,

in July 1880, an attack was made upon the steamer "Khalifah" by an armed body of Arabs, on which occasion one of the quartermasters and one passenger were killed, and the captain* and chief engineer wounded, the former very seriously, and some injury was done to the steamer; but from that time to this no compensation has been made, but, on the contrary, the Arab Sheikh Seyhood, who led the attack, has recently been reinstated, and Saleh Beg, who held the same position when the "Khalifah" was attacked, and who so successfully protected Seyhood, has been reappointed Mutessarif of Amarah.

As your Lordship has stated, in the letter under reply, that the navigation of the Tigris is under discussion with the Porte, I have thought it right to furnish these details; and doubtless Her Majesty's Government will, in the final settlement, insist upon the following points, viz.:—

1. The unrestricted right of navigation of the Tigris by British vessels of all kinds.

2. That the Porte shall make adequate compensation (1) for the attack on the steamer "Khalifah" in 1880; (2) for the interference with the barges of this Company since February 1881; and (3) for all losses sustained by the Company, and by owners and consignees of cargo, consequent on the stoppage of the steamers, of which notice was given to Her Majesty's Consul-General at Bagdad on the 16th June, and which was only provisionally removed on the 5th instant.

I have, &c.
(Signed) T. K. LYNCH, *Chairman.*

No. 142.

Lord E. Fitzmaurice to Mr. Lynch.

Sir,

Foreign Office, August 22, 1883.

I AM directed by Earl Granville to acknowledge the receipt of your letter of the 17th instant. The question raised therein as to the employment of the third steamer belonging to the Euphrates and Tigris Steam Navigation Company has been in effect answered by the letter from this Office of the same date, in reply to your previous letter of the 13th instant.

I am, &c.
(Signed) EDMOND FITZMAURICE.

No. 143.

Mr. Murray to Earl Granville.—(Received August 23.)

The London Chamber of Commerce,
My Lord, 84-85, *King William Street, London, August* 22, 1883.

I AM instructed to address your Lordship on behalf of members of this Chamber interested in maintaining the rights enjoyed by this country of navigating, for commercial purposes, the Rivers Euphrates and Tigris.

The late action of the Turkish Government, in disputing the powers enjoyed by an English Company to navigate the waters between Bussorah and Bagdad, has, in more ways than one, proved detrimental to British interests.

The question appears to be one not only affecting important established interests, but also bearing materially upon the status of the British flag in eastern countries. The commercial progress of Russia in Armenia and Northern Persia further adds, in this Chamber's opinion, to the necessity for carefully retaining all rights this country may possess in Mesopotamia and Southern Persia, and of extending them, whenever possible, rather than of accepting limitations which may be considered by native races as indicating a preponderance of influence other than that of the Government of this country.

I am therefore instructed to express the hope that your Lordship will kindly, in your present correspondence with the Porte on this question, endeavour to extend the powers possessed by traders under the British flag, of navigating the rivers flowing into the Persian Gulf.

* For his excellent services on this occasion, Captain Clements was awarded the silver medal of the Board of Trade.

This Chamber would see with pleasure, were such a result attainable, the complete and unrestricted opening of these waters to international trade. In any case, it is hoped that no deviation will be permitted from the stipulations indicated by Mr. Hammond's letter of the 17th February, 1860.

I am, &c.
(Sigded) KENRIC B. MURRAY, *Secretary.*

No. 144.

Lord E. Fitzmaurice to Mr. Murray.

Foreign Office, August 27, 1883.

Sir,

I AM directed by Earl Granville to acknowledge the receipt of your letter of the 22nd instant relative to the navigation of the Tigris and Euphrates by British vessels.

I am to state, in reply, for the information of the London Chamber of Commerce, that this question is receiving attention.

I am, &c.
(Signed) EDMOND FITZMAURICE.

No. 145.

Acting Consul-General Tweedie to Earl Granville.—(Received August 28.)

Bagdad, August 3, 1883.

(No. 22.)

My Lord,

IN continuation of despatch No. 21, dated 27th ultimo (navigation of Tigris), I have the honour very respectfully to submit, for your Lordship's information, copy of despatch of to-day's date to Her Majesty's Chargé d'Affaires at Constantinople, and its inclosures.

I have, &c.
(Signed) W. TWEEDIE.

Inclosure 1 in No. 145.

Acting Consul-General Tweedie to Mr. Wyndham.

Bagdad, August 3, 1883.

Sir,

I HAVE the honour very respectfully to resume, from date of latest despatch on same subject (of 27th ultimo), account of further proceedings on Tigris Navigation question.

2. First of all, merely that all letters may be before you, a copy in translation of his Excellency the Vali's despatch dated 28th ultimo (replying to two letters, of which you already have copies) is submitted. Its contents, as will be seen, were not overlooked when next a letter from this Office had to be addressed to his Excellency.

3. Last Sunday (29th ultimo), steamer "Khalifah" left this for Bussorah, carrying (1) outward mails of Government of India; (2) the nine Indians, subjects of Her Majesty, referred to fully in paragraphs 7 to 11 of last week's despatch; and (3) parcel mails of Government of India which had come up in her from Bussorah; and, owing to his Excellency the Vali's obstructive measures, could not be landed or delivered.

4. Same morning, sister steamer "Majidiah" reached Bagdad from Bussorah, bringing no cargo or passengers, but only mails (letter and parcel); of which former were landed, as usual, as she passed Consulate, and latter are still on board of her.

5. Next day I received a protest from the Company, copy of which is appended; and, in a letter of following day's date, made same the subject of further remonstrance with his Excellency the Vali.

6. Thus, as matters stand to-day, the Bagdad Government has, in spite of all this Consulate's explanations, protests, and remonstrances, conveyed in official letters, in friendly and unreserved personal converse with his Excellency the Vali and through

Consular Dragoman, succeeded, by means of a series of violent measures, in stopping not only the trade, but even the passenger traffic of these steamers. So effectual has been the scare produced by the fate of the few passengers who have lately ventured to use them that when a Mr. Lucas, Her Majesty's Vice-Consul at Bushire, was coming up here, a few days ago, on leave, what he heard at Bussorah made him take an Ottoman, not a British, steamer, the very object, of course, of all the Vali's present measures. As an official of Government, if he had travelled in a British steamer he would have been landed at the Consulate-General; but not knowing how this might be, he preferred, as just mentioned, the Ottoman one.

7. On 1st instant I had the honour of receiving your cypher telegram, informing me of your having been instructed by the Right Honourable the Earl Granville to convey to me his approval of my proceedings; and, in reply, would solicit permission to tender through you to his Lordship an expression of my most respectful acknowledgments of such considerate kindness and support.

8. In the same telegram it was further stated that you had come unofficially to understand instructions were now being sent to Bagdad Government to suspend the proceedings forming subject of this correspondence.

9. The connection between that intimation and the telegram in cypher, which I ventured yesterday to address to you (repeating it to Foreign Office, London, and Government of India), will, I respectfully trust, not be unapparent.

10. The cutting off of our commercial and general communications with India, as adverted to in para. 6 *supra*, speaks for itself, and requires no remark. If this had been brought about in a regular manner, that is, after due deliberation at London and Constantinople, it would then of course have had to be accepted like any other result or conclusion arrived at by mutual agreement between the Governments concerned. On the contrary, what has been really witnessed is, firstly, a Consul was suddenly and peremptorily called upon by a provincial Government to abolish an important commercial arrangement of more than twenty years' duration, and close an essential line of political communications, all of his own authority (an impossibility, of course); and, secondly, on his declining to do so, and explaining, in the most conciliatory terms, the inadvisability of anything of the kind being attempted, save with deliberation, a series of unprecedented actions was initiated by the Bagdad Government, for the purpose of effecting its object in the same high-handed spirit in which it had been conceived.

11. Among the proceedings thus referred to the following stand out:—

(*a.*) On the 2nd July two sentries, with fixed bayonets, were stationed by Bussorah Local Government over British Post-office in the town, to stop letters being posted there for transit to Bagdad by outgoing British steamer (*vide* despatches dated 26th ultimo and 2nd instant).

(*b.*) On the 5th July six armed zaptiehs were posted, during a whole afternoon, on board mail-steamer "Majidiah," then lying off Bagdad Custom-house, to prevent her from receiving cargo or passengers (*vide* despatch dated 6th ultimo, para. 2).

(*c.*) On the 18th July the same action was taken against the sister steamer "Khalifah" at Bussorah, previously to her leaving that port (an open one) for Bagdad (*vide* despatch dated 27th ultimo, para. 6).

(*d.*) British steamers passing up and down the Tigris, that is, traversing about 500 miles of hitherto open and friendly territory, have been prevented by the Ottoman authorities from touching at, or holding any of their usual and necessary communications with, spots on the river's banks (*vide* despatch dated the 12th ultimo, para. 4, and its inclosure); so that the most erroneous impressions are now abroad among the Arab tribes of those districts as to the relations subsisting between the two Governments.

(*e.*) The passengers brought to Bagdad in "Majidiah" on the 12th ultimo (understood to be subjects of Imam of Muscat) were detained in her during her stay here, and obliged to return in her to Bussorah, because prevented from landing (*vide* despatch dated the 27th ultimo, para. 1). When occasionally one of their number was allowed to land to buy food, he was marched through the Bagdad streets a prisoner in the hands of Ottoman zaptiehs, who afterwards took him back to the steamer.

(*f.*) Similarly, nine Indian subjects of Her Majesty travelling as pilgrims under passports signed by Secretary to the Government of India, Home Department, on arrival here in British steamer "Khalifah" on the 22nd ultimo, were kept like prisoners on board of her for seven days, suffering no small hardship (not one of them ever being allowed to visit the town at all), and were ultimately compelled to return

in her to Bussorah, thence to set out again by Ottoman steamer for Bagdad; a marked feature in their detention here having been that, when the steamer tried to land them as usual, they were forcibly prevented from setting foot on Ottoman soil by the soldiers of the Local Government, who were posted on the river bank to drive them off.

12. There can be but few other places in the world, if I may be permitted with all deference to say so much, where it would be more hazardous than here at Bagdad to allow incidents like the above to pass with a mere apology, which, however significant and satisfactory it may be when tendered by one European Power to another, can have hardly any force when proceeding from a Government like that of Turkey, in connection with events happening in an out-of-the-way province such as this.

13. Here is one of the principal points of contact between the eastern and western portions of Her Majesty's Empire; where the preservation of the political "touch" is a matter of equal difficulty and importance. Here reside, as is well known, thousands of Her Majesty's Indian and other subjects, many of them political pensioners, the relics of bygone régimes. Here, as elsewhere throughout the province, even more numerous than England's subjects are her friends and well-wishers. But here, without doubt, are planted in some force our enemies also; that is, they whose political objects in the world are opposed to ours, and whose very *raison d'être* in this city is that, if they cannot produce a breach between us and the Porte, they may at all events seize every opportunity that offers for the purpose of lowering our ancient name and dignity in the eyes both of friends and foes, and developing an impression that any other Power than England is in these days the one to trust. Apart from this vitally important as it is, the very first principles of self-defence seem also now involved. Our nearest base at Bagdad is Bombay or the Mediterranean; and if, through the weakening of our moral strength, we should ever have to fall back for protection on our material power, the difficulties and problems with which we would then be brought face to face would evidently be of no small magnitude.

14. All these things considered, I respectfully trust I shall not be held to have gone beyond my province in referring in my telegram of yesterday, as indeed in several previous representations, to the necessity at this moment appearing, that is, from the local view-point, to rest upon us of exacting reparation in some moderate yet adequate and, above all, visible manner, for the injuries which have been inflicted during the last month or six weeks, under the immediate orders of the Bagdad Government, on our subjects, our dignity, and our interests generally.

15. Referring, in conclusion, to my telegram to you in cypher of to-day, I have the honour to submit copies in translation (1) of letter to his Excellency the Vali of yesterday, asking what his views now were about the parcel mails lying on board steamer "Majidiah" (she has no other cargo); and (2) of his Excellency's answer of the same date. It is difficult to get business done just now owing to close of month Ramazan, and the "Majidiah" must leave for Bussorah the day after to-morrow to catch the sea-steamer there with the Indian mails. But I shall try to-night, through a Dragoman, to obtain his Excellency the Vali's orders for her taking in cargo before leaving in the old way. If she be allowed to do so, then of course the whole of this difficulty and obstruction will be understood by all to have collapsed.

Inclosure 2 in No. 145.

Translated purport of a Letter from the Vali of Bagdad to Acting Consul-General Tweedie, dated July 28, 1883.

IN reply to your two letters, dated 23rd and 24th instant (recapitulates contents), I have the honour to state that you are already aware prohibition has been publicly notified and promulgated against the running of Messrs. Lynch and Co.'s steamers on Tigris, Government having repeatedly issued orders and taken preventive measures on the subject, both at Bagdad and Bussorah. Notwithstanding this, the Company persist in receiving cargo and passengers on board their steamers, instead of, as in duty bound, submitting to and complying with the notices and injunctions locally issued. Consequently, it is only natural that Government should stand upon its own rights, and leave responsibility for all losses and damages resulting therefrom to fall upon the Company, which being so, it is on the Company's own self that these protests revert.

I have accordingly to inform you that, should the Company henceforward

continue paying no attention to notices and injunctions, and still persist in running their steamers on the Tigris, contrary to their privilege, care will be taken that the just rights of Government shall be fully enforced without further laxity, and in the name of Government I enter my protest against the Company for all responsibilities and damages that will result therefrom.

To strengthen the bonds of friendship, I have taken this opportunity of addressing you.

Inclosure 3 in No. 145.

The Manager of the Euphrates and Tigris Steam Navigation Company to Acting Consul-General Tweedie.

July 30, 1883.

IN continuation of previous correspondence, we have the honour to represent once more, and to protest against the treatment we continue to receive from the Bagdad authorities, whereby we are subjected to constant loss, prevented from fulfilling contracts long since entered into for the conveyance of cargo to and from all parts of the world, and dealt with altogether as if we were understood to have forfeited the protection of our own Government, and this after having run our steamers on the river for upwards of twenty-one years, with acknowledged mutual benefit to the authorities of the country and the shareholders of our Company; but we have so often submitted our wrongs to your notice, especially in our letter of the 6th instant, that we feel it would be idle to repeat them here, since they cannot fail to be the subject of the earnest attention of Her Majesty's Government.

The particular grievances we have in this letter to bring to your notice are the following:—

When we tried on the 26th instant to land at Bagdad, as usual, nine British Indian subjects, placed on board our steamer "Khalifah" by Her Britannic Majesty's Consul at Bussorah, they being through passengers from Bombay to Bagdad, and travelling under passports issued by the Government of India, zaptiehs of the Vali Pasha, who were posted on the bank, forcibly prevented the two foremost of the passengers from leaving the boat or touching land, and, further, pushed the boat itself away from the shore, so that, notwithstanding all our applications to you for help and redress in this matter, we were compelled to carry these nine British subjects back, like prisoners, in our steamer when she left yesterday for Bussorah, which occurrence cannot but prove highly detrimental to the credit and status of our passenger service [and, if we may be permitted to add, sadly detract from the prestige of the English flag in the eyes of Her Majesty's Indian subjects].*

The "Khalifah" we may also add has returned to Bussorah quite empty, not having been allowed to load here, taking with her the Indian parcel post, which, as you are aware, was not allowed to leave the steamer. Of these mails we have now several, probably of great value, and we deem it our duty to inform you that, though every care will be taken to ensure their safety, we cannot possibly be held responsible for them after having once conveyed them to their destination.

Further, we have to report that the steamer "Majidiah" arrived here yesterday morning with absolutely nothing on board but Her Majesty's Indian mails, entailing further loss on the Company, and adding to the accumulation of cargo in Bussorah reported in our despatch of the 23rd instant.

Inclosure 4 in No. 145.

Acting Consul-General Tweedie to the Vali of Bagdad.

July 31, 1883.

I HAVE the honour, in pursuance of previous correspondence, to inclose purport of a further protest of yesterday's date from Messrs. Lynch and Co., on part of themselves and others, against their continued losses and injuries.

2. It appears from your Excellency's letters that, in the face of repeated oral and written explanations, you maintain that this question chiefly concerns certain merchants and others, instead of, as is really the case, the Government, whose subjects, interests, and dignity it affects. It is my duty, therefore, again to repeat that, in my opinion, this view will prove not one of the smallest of the misapprehen-

* The sentence in brackets has been omitted in copy of this letter to Vali, dated July 31, 1883.

sions underlying the present unfortunate proceedings; and that, although all such losses and injuries must, of course, enter into the question between our two Governments, which is now, as may be feared, being precipitated under your Excellency's immediate orders, yet actions such as occurred here on the 26th instant, when, in the eyes of all, and in the presence of an agent from this Consulate, the boat of a British steamer engaged in landing nine of Her Majesty's subjects, in the way and at the place prescribed by more than twenty years' usage, was prevented from doing so and forcibly driven back from the river bank by gendarmes, so that the steamer was subsequently compelled to carry back these nine persons to Bussorah, as well as the undelivered parcel mails of the Government of India consigned to me in my Consular and official capacity, will have to be considered, and are doubtless at this moment being considered, by our respective Governments from a far more serious point of view. I again assert, what is known indeed to all, that the subjects of a foreign Power residing under their own Consulate are not required to receive, acknowledge, or comply with any orders or notices unless and until the same are communicated to them through their Consul; else, indeed, why should such Consulate be established and maintained at all? And, further, that as this Consulate has never conveyed to Messrs. Lynch and Co. any order or prohibition against the continuance of their cargo and passenger traffic on the old footing, but, on the contrary, has declined to do so until so instructed by its own Government, the attempt to throw on such individual Company or Companies a responsibility belonging to others can only revert on the authors of it.

3. It would scarcely be enough for me to say that the nine subjects of Her Majesty above adverted to were taken on board the "Khalifah" by Messrs. Lynch and Co., seeing that they were, in reality, put on board that steamer at Bussorah by Her Majesty's Consul there, as that officer's duty required him to do with travellers under a passport signed by Her Majesty's Indian Government, who had paid their passage money at Bombay right through to Bagdad, and who on reaching Bussorah naturally applied to Her Majesty's Consul there to enable them to continue their journey in the regular manner. All this was fully explained to your Excellency by the Dragoman of this Consulate when he waited on you with the passports of those passengers in his hand on the 23rd instant, and was also officially communicated for your Excellency's consideration in my letter of the day following. Nevertheless, all such representations failed to secure these unoffending persons against being treated like enemies or offenders by your Excellency's Government in the manner described in the inclosure of this letter, and referred to above, when on the 26th instant the steamer in which they had in the above circumstances come to Bagdad attempted to land them here.

4. In the name of my Government, I once more protest against all these extraordinary proceedings, and, in the spirit of friendship, ask your Excellency even now to study and reconsider this question, so that if, here or at Constantinople, persons not fully informed, or advisers animated by the spirit of self-interest or rancour, should prove to have been misleading the Sublime Porte throughout this unfortunate affair, the error may be discovered, and, if possible, rectified by your Excellency's own wisdom and local knowledge before the foundations of friendship between the two high Governments are impaired.

Inclosure 5 in No. 145.

Acting Consul-General Tweedie to the Vali of Bagdad.

August 2, 1883.

IN continuation of previous correspondence I have the honour to inquire whether your Excellency really wish the parcel mails of the Government of India, which reached Bagdad from Bombay and Bussorah in British mail-steamer "Majidiah" on the 29th ultimo, and are still impounded on board of her, to the great loss and vexation of numerous subjects of Her Majesty and others here, to be sent back to Bussorah unlanded and undelivered when steamer leaves on return trip on morning of the 5th instant, or whether, having regard to all the circumstances and conditions of this matter, as already fully within your Excellency's cognizance, you would not rather prefer that parcels in question should be passed through the custom-house as usual on some convenient day before sailing of the steamer.

2. In the latter case I shall be much obliged by your Excellency informing me before the steamer leaves Bagdad, so that arrangements may be made accordingly, and the parcels may not be sent down to Bussorah by accident.

Inclosure 7 in No. 145.

The Vali of Bagdad to Acting Consul-General Tweedie.

August 2, 1883.

IN reply to your letter of this day's date, I have the honour to inform you that as there is no harm in the parcels which came from India in the "Majidiah" steamer on the 29th ultimo being passed through the custom-house as usual, orders have been issued accordingly to officers of Customs and Police.

No. 146.

Earl Granville to Mr. Wyndham.

(No. 151. Commercial. Confidential.)

Sir, *Foreign Office, August* 30, 1883.

I TRANSMIT herewith, for your information, a Memorandum recording a conversation on the subject of the navigation of the Tigris, held on the 15th instant between Sir Julian Pauncefote and Lord Edmond Fitzmaurice and Musurus Pasha.*

I am, &c.

(For Earl Granville),

(Signed) EDMOND FITZMAURICE.

No. 147.

Lord E. Fitzmaurice to Sir L. Mallet.†

(Confidential.)

LORD EDMOND FITZMAURICE presents his compliments to the Under-Secretary of State for India, and begs to transmit herewith, by direction of Earl Granville, a Memorandum of a conversation on the subject of the navigation of the Tigris, held on the 15th instant between Sir Julian Pauncefote and Lord E. Fitzmaurice and Musurus Pasha.*

Foreign Office, August 28, 1883.

No. 148.

Mr. Wyndham to Earl Granville.—(*Received August* 30.)

(No. 254. Commercial. Secret.)

My Lord, *Therapia, August* 16, 1883.

WITH reference to my despatch No. 440, Secret, of the 26th ultimo, in which I transmitted to your Lordship a translation of a telegram from the Grand Vizier to the Vali of Bagdad, instructing him to endeavour to gain over to the Imperial Government the affection of certain Arab Chiefs, especially that of the Emir of Nejd, I have the honour to forward herewith a translation of a telegram which has come into my hands, and which appears to be a reply to the Grand Vizier's above-mentioned instructions.

The Vali of Bagdad, after stating that he has succeeded in obtaining promises from all the principal Sheikhs of the tribes not to oppose the Turkish Government by allowing themselves to be led away by the intrigues of England, and that the Emir of Nejd is not yet entirely won over to Turkey, goes on to deplore that the Porte has provisionally allowed Messrs. Lynch and Co. to commence running their steamers again on the Mesopotamian rivers.

This telegram indicates, I think, how much jealousy is entertained by Turkish officials of British influence in Arabia, and I trust it may not have the effect of

* Confidential No. 1852. † Also to the Earl of Dufferin and Mr. Plowden.

inducing the Porte to reverse its present decision with regard to the steamers in question.

I have, &c.
(Signed) HUGH WYNDHAM.

Inclosure in No. 148.

Telegram from the Governor-General of Bagdad to the Prime Minister, dated July 23, 1883.

(Confidential.)
(Traduction.)

BIEN que j'ai obtenu de tous les Cheiks notables des tribus Arabes des promesses et des engagements comme quoi ils ne feront pas opposition au Gouvernement en se laissant égarer par les intrigues de l'Angleterre, l'Émir de Nejd n'est pas encore entièrement attaché au Gouvernement Impérial.

Vu les efforts que firent de tout temps les Agents Anglais, l'influence Anglaise se fait jour sur toute la Province de l'Irak. La Compagnie Lynch qui entretient un service de bateaux en a formé une flotte et elle promène partout le drapeau Anglais au point à éblouir les yeux des habitants. Suivant le Firman de Concession la Compagnie est tenue de limiter son exploitation à l'une des deux rivières. Par conséquent il est de l'intérêt de l'État qu'une Compagnie de bateaux Ottomans fasse le service dans les eaux de Bagdad et que cette question soit considérée avec soin par le Gouvernement Impérial. Pendant que les bateaux étaient saisis et empêchés de continuer leurs voyages, le prestige du Gouvernement avait considérablement augmenté, mais on est ici unanime à reconnaître que le fait des menaces du Consul Anglais et l'ordre de la Porte de permettre provisoirement à la Compagnie de reprendre son service, a ouvert encore aux Anglais une porte d'espoir. Il est évident que je ne manquerai pas de faire tous mes efforts pour sauvegarder les intérêts de l'État, et d'en rehausser le prestige, mais tout autant que de pareilles questions ne sont pas écartées, elles seront toujours un obstacle au succès. L'affaire des bateaux n'était qu'une question à traiter avec une Compagnie, de sorte que les négociations que le Gouvernement Anglais a entamé là-dessus avec le Ministère des Affaires Étrangères ne sont qu'une preuve patente des desseins entretenus par l'Angleterre.

No. 149.

Acting Consul-General Tweedie to Earl Granville.—(Received September 1.)

(No. 21.) *Bagdad, July 27, 1883.*

My Lord,

IN continuation of my despatch No. 20, dated the 20th instant (navigation of Tigris), I have the honour very respectfully to submit, for your Lordship's information, copy of a despatch of to-day's date, and inclosures, to Her Majesty's Chargé d'Affaires at Constantinople.

I have, &c.
(Signed) W. TWEEDIE.

Inclosure 1 in No. 149.

Acting Consul-General Tweedie to Mr. Wyndham.

Bagdad, July 27, 1883.

I HAVE the honour, in continuation of despatch dated the 20th instant, respectfully to submit, for information, copy of Manager's letter, adverting to circumstances attending departure from Bagdad of British steamer "Majidiah" with Government of India's outward mails, on morning of the 22nd instant. Her unlanded passengers (*vide* paragraph 5 of above-quoted despatch) were offered a transfer to the sister steamer, "Khalifah," which came in shortly before she left; but, after having undergone a nine days' detention on board ship here, they preferred being taken back to Bussorah, with the certainty of being allowed to land there.

2. I also inclose copy, in translation, of letter dated the 23rd instant, in which above facts have been formally protested against to his Excellency the Vali.

3. In connection with arrival here of steamer "Khalifah," first point requiring attention was that nine British Indian subjects, pilgrims, protected by passports signed by Secretary to Government of India, Home Department, on strength of which they had been passed on board of her at Bussorah by Her Britannic Majesty's Consul, could not be landed owing to armed police of the Local Government being posted on the river-bank to prevent it.

4. The same thing, as will be remembered, happened a fortnight ago to British Indian subjects (*vide* despatch of the 12th instant, paragraph 5). On that occasion, as will also be remembered, his Excellency the Vali, yielding to persuasion through a Dragoman, and probably considering that the twelve hours' detention which those persons had by that time undergone would have the wished-for deterrent effect on the passenger traffic of these steamers, had agreed to withdraw his orders prohibitive of their being landed, although at the same time declaring he would never do so again. Hoping, nevertheless, for a favourable result this time also, I caused the Consular Dragoman to wait on his Excellency, and make the necessary representations, but, I regret to say, without effect (*vide* notes of Dragoman's conversation with his Excellency submitted herewith).

5. On following morning (24th instant) it therefore formed my duty to report to you telegraphically the case of these nine British Indian subjects, repeating telegram both to Foreign Office, London, and Government of India, and protesting also, on this particular point, to his Excellency the Vali.

6. With reference to a third letter, dated the 23rd instant, received at same time from Company's Manager, reporting and protesting against, among other matters, the stationing of two Ottoman soldiers, by Bussorah Local Government, on board British steamer "Khalifah," to prevent cargo or passengers entering her the day she was leaving for Bagdad, I have the honour, in continuation of cypher telegram to you of the 24th instant, to submit herewith copy of said communication; also copy, in translation, of my letter on subject of it (dated the 24th instant) to his Excellency the Vali.

7. Reverting to the nine *détenus* at this moment on board the "Khalifah," I have the honour to submit copy of my letter, dated the 17th instant, to Local Manager, Navigation Company, explaining principles by which, in like cases, I thought he and his officers should be guided. On the 25th instant, on my asking Manager what had been tried towards landing passengers in question, he replied that the soldiers on the bank were so bent on prevention that he had deferred making any attempt of the kind till my representations to the Vali should have time to work. As, however, we both now thought it necessary to ascertain, by trial, whether the Vali, after all the representations of these last few days, would be as good, or bad, as his word, in the case of these unfortunate Indian pilgrims, including several women and children, who, after the discomforts of a long sea-voyage, were suffering such unwarrantable detention on board ship at the end of it, it was decided that they should be sent on shore the following morning in one of the steamer's boats and regularly landed, if possible, at the usual landing-place close to the custom-house.

8. This was done, accordingly, soon after the custom-house opened for business yesterday; all the more that, on visiting the "Khalifah" with the Company's Manager that morning, and talking to the Indians, I was besought by them, at all risks, to have them sent on dry land. The circumstances in which the attempt to do so was made and frustrated are narrated in the inclosed copy of Memorandum by Native Agent attached to the Consulate-General, who was sent merely to make it clear that the passengers were Her Majesty's subjects.

9. If the steamer had never tried to land these people at all it might hereafter have been said that, although the local authorities, for consistency's sake, were keeping up a show of opposition, they would not actually have prevented it.

10. Substance of foregoing paragraph was embodied in my cypher telegram to you of yesterday, repeated to Foreign Office and Government of India; meaning of concluding paragraph of which merely was that Great Britain has held for nearly a century such a commanding position politically, and enjoyed so many commercial and general advantages at Bagdad, that it seems now inevitable, not alone to maintain that position to the fullest extent, but to exact from those who have tried to shake it such moderate, yet adequate, reparation as will be heard of in every town and village to which an account of the proceedings now being enacted in this Pashalic may penetrate.

11. The poor people in the "Khalifah" are being cared for by the Residency

Surgeon, as well as, of course, by Messrs. Lynch and Co.'s officers themselves, and shall want for nothing in the way of food or money. The Residency Surgeon has also been instructed to bring to the Consulate immediately, in a boat carrying the Consular flag, any of their number likely to suffer specially, *i.e.*, very seriously, or fatally, through further imprisonment. As far as now known, they will all have to be carried back in the same steamer to Bussorah next time she leaves with the Indian mails; the responsibility for which outrageous breach of existing Conventions, not to allude merely to the usages of friendship, as understood in all civilized countries, has surely now been shown to rest immediately with the Bagdad Government.

Inclosure 2 in No. 149.

The Manager of the Euphrates and Tigris Steam Navigation Company to Acting Consul-General Tweedie.

July 23, 1883.

Sir,

WE have the honour to inform you that the steam-ship "Majidiah" left here yesterday morning, also carrying her upward cargo back to Bussorah, as well as the nine passengers referred to in our letter of the , having been prevented by the authorities from landing either, and we beg again to protest against all consequences arising therefrom, such as we pointed out in our letter of the 9th instant.

Regarding the passengers, we may state that we made several attempts to land them, and especially on the 16th and 17th instant. On the latter day they were sent alongside the custom-house in the ship's boats, accompanied by our Mr. A. Holland and the second officer of the "Majidiah," but were prevented from landing by a Turkish officer named Moola Ahmad.

Inclosure 3 in No. 149.

Acting Consul-General Tweedie to the Governor-General of Bagdad.

July 23, 1883.

Sir,

IN continuation of previous correspondence on same subject, it has to-day been officially reported that when, under contract with Government of India, the British steam-ship "Majidiah" left yesterday for Bussorah, she was compelled, owing to preventive measures maintained against her by your Excellency's Government during her nine days' stay here, not only to start without shipment of usual freight, but carrying back in her, after their having been subjected to hardship and restraint, the passengers mentioned in my letter of the 14th instant; also parcel mails of Government of India, directed to me in my official capacity, and sent on to custom-house entirely from a spirit of amity and friendly confidence; and, further, her valuable cargo consigned to persons of different nationalities here.

2. The British Government having reserved all rights for the consequences of above and other similar acts, it is only my duty to bring them officially before your Excellency and enter my protest against them, seeing that all my efforts and representations failed in preventing their being had resort to.

Inclosure 4 in No. 149.

The Manager of the Euphrates and Tigris Steam Navigation Company to Acting Consul-General Tweedie.

July 23, 1883.

WE have the honour to inform you that there are nine passengers, British Indian subjects, on board the "Khalifah," four men, three women, and two children, who came up from Bombay by the last mail-steamer "Abyssinia," with through tickets to Bagdad, and were sent on board the "Khalifah" in Bussorah by Her Britannic Majesty's Consul there accompanied by one of his cavasses.

As they are not allowed to leave the ship, we beg to request the favour of your influence in obtaining their release.

P.S.—We inclose, for your information, the passports of these passengers.

Inclosure 5 in No. 149.

Notes of Consular Dragoman's Conversation with his Excellency the Vali, about 1 A.M., *July* 24 *(it being Ramazan, when all business is transacted during night).*

REPRESENTED that nine British Indian subjects from Bombay, with passports from Indian Government (which passports, as pointed out to his Excellency, I held in my hand), having paid through passages to Bagdad, and reached Bussorah, were there put on board mail-steamer "Khalifah" by Her Majesty's Consul; that they had arrived here yesterday, and that Consul-General desired orders under which zaptiehs on bank had been preventing passengers from landing might be cancelled.

His Excellency said this was beyond his power, as there were other and ample means of transport at hand in Bussorah, by which they could have come up with all care and consideration, namely, steamers of Ottoman administration, which would even have granted them free passages.

I remarked that his Excellency seemed to overlook their being British subjects, who looked to the British authorities, both at Bussorah and Bagdad, for their protection, adding that, just as his Excellency felt bound to carry out his orders, British Consular authorities were bound to carry out their obligations in general.

His Excellency again repeated they shall not be landed, and alluded to the cargo brought up and taken back to Bussorah as an useless attempt.

I then turned the matter to parcel mail from India, detained on board "Khalifah," and requested his Excellency to send orders for its being passed through Custom-house for delivery to addresses, through British Post-office, as usual.

His Excellency asked nature of parcels. I told him I could not say, because lists were inside the bags, and parcels sometimes arrived ahead of advices, adding, however, that this time it was known for certain a parcel of summer clothing for Consul-General's personal use was in the bags, while there might also, perhaps, be Government papers, or books, for him, and it was known the bags contained a parcel of surgical appliances, specially sent for by Residency Surgeon here, for relief of one of his patients.

His Excellency first said nothing whatever could be passed out of steamer. After a minute he called Assistant Police Master in waiting, and ordered him to tell Customs Master to pass parcel of clothing for Consul-General, but nothing else.*

Then I said, "How about the doctor's articles?" His Excellency positively refused to let those be passed, calling out "No!"

On my then taking leave, his Excellency sent his special compliments to Consul-General, and expression of hope he would not take all this amiss.

(Signed) J. THADDEUS.

Inclosure 6 in No. 149.

Acting Consul-General Tweedie to the Vali of Bagdad.

July 24, 1883.

IN continuation of letter of yesterday's date, I am sorry to be obliged, owing to failure of my last night's friendly representations to your Excellency, through Dragoman, on subject referred to, to bring it officially to notice that nine British Indian subjects, pilgrims, travelling under passports countersigned by Government of India, who were passed on board British mail-steamer "Khalifah" under orders and protection of Her Britannic Majesty's Consul there, have, ever since steamer's arrival here on morning of 22nd instant, been suffering hardship and restraint on board of her, owing to zaptiehs being stationed, by order of your high Government, on river-bank to prevent their being landed, a proceeding against which it is my duty, in the most courteous, yet decided manner, to enter this official protest.

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* Of course I decline to have my personal property thus treated exceptionally. If all articles belonging to my Government, or to officers of Consulate-General as a body, had been passed, it would have been different.—W. Tweedie. July 24, 1883.

Inclosure 7 in No. 149.

The Manager of the Euphrates and Tigris Steam Navigation Company to Acting Consul-General Tweedie.

July 23, 1883.

IN continuation of our letter of the 9th instant, we have the honour to inform you that the steam-ship "Khalifah" not having been permitted by the Wilaiat to discharge her cargo here, it was duly conveyed back to Bussorah, and discharged there into barges, where it remains at the risk of those who prevented its being landed here.

2. The "Khalifah" duly arrived here yesterday morning with Her Majesty's Indian mails, but no cargo on board.[6]

3. We have a large quantity of cargo now in Bussorah which our agents in London, India, and elsewhere have long ago contracted to convey to Bagdad by our steamers, so that in order that the insurance thereon may not be rendered void, it is absolutely impossible for us to part with the cargo until it is delivered here by our steamers. We therefore beg, once and for all, to protest in the strongest manner against the forcible detention of such cargo in Bussorah, and to state that we cannot be held responsible in any way for it as long as we are prevented by the authorities from carrying out the agreements long since entered into with the shippers.

4. We have also to bring to your notice that, whilst the "Khalifah" was in Bussorah this trip, two soldiers with their guns were stationed on board the ship, and relieved from time to time until she left, to prevent cargo or passengers coming on board, and we beg to protest also against this action of placing Turkish soldiers on board a British ship flying the British flag.

Inclosure 8 in No. 149.

Acting Consul-General Tweedie to the Vali of Bagdad.

July 24, 1883.

IN continuation of previous correspondence, I hope your Excellency will consider inclosed copy of a letter, dated the 23rd instant, in which is (1) explained loss caused by British steamer "Khalifah" having had to store at Bussorah the cargo she was prevented, by your Excellency's Government, from delivering at Bagdad, and (2) protest made against Bussorah authorities having posted two soldiers, armed with guns, on board same steamer, in that port, to prevent her receiving passengers or cargo.

2. The latter proceeding your Excellency would appear, from a clause in your letter dated the 8th instant, to consider within your high Government's rights.

3. My letter to your Excellency of the 6th instant leaves it unnecessary for me here to repeat how completely I dissent from above view, which, however, need not here be discussed, seeing that it is now under consideration by the authorities of our respective Governments, and it is not known what European or other works on international law your Excellency reckons standards or authorities.

4. With all this, your Excellency will scarcely question the force of the Capitulations of 1675, confirmed by solemn Treaty in 1809; and if any one can reconcile the act now complained of, and other similar proceedings, with, for example, clauses 1, 3, and 23 of those provises, it is very surprising, seeing that the steamers have committed no fault excluding them from the assurances and guarantees in question; never having received any order, as already explained, from their own Consulate requiring them to cease running, so that, if their continuing to run be held improper, which of course I do not for a moment admit to be the case, it is with this Consulate-General, and not the steamers, that responsibility must be held to lie.

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[6] Paragraph 2 was omitted when inclosing copy of this letter to the Vali in this office letter dated July 24, 1883.

Inclosure 9 in No. 149.

Acting Consul-General Tweedie to the Manager of the Euphrates and Tigris Steam Navigation Company.

July 17, 1883.

I HAVE taken due action on your letter dated the 14th instant, contents of which tally with what his Excellency the Vali told my Dragoman on the 8th instant would be done, under his Excellency's orders, next time one of your steamers reached Bagdad.

2. When in future it is necessary to report to the Consulate-General that people from on board your steamer are "prevented from leaving the boat" in which they are trying to land, I shall be obliged by your mentioning particularly, on the authority, if possible, of one of your European officers, a witness to the proceeding, the measures by which the said prevention was enforced, and whether by order and in the presence of a responsible military (or police) officer of the Ottoman Government, or merely by one or two zaptiehs, whose opposition a little firmness on the part of those trying to land might reasonably have been expected to overcome.

3. The principles on which I am now acting are to do or countenance nothing illegal, unusual, or *sub-rosâ* on the part of any one for whose proceedings this Consulate-General might be thought responsible. But it would be a pity, on the other hand, if any of your crew or passengers should be subjected to detention or other injury without its being matter of certainty and record that forcible action on part of Local Government, and not merely their own timidity or (possibly groundless) fear of what might happen to them after they had landed, far less minor difficulty of Local Government having prevented river boats of country from serving your steamers any longer, was the cause of it.

Inclosure 10 in No. 149.

Memorandum, dated July 26, 1883, by Mr. Marine, Native Agent, Bagdad Consulate-General, describing what he saw when the steamer "Khalifah" tried to land, in one of her boats, her nine British Indian Passengers.

WAS ordered by Consul-General to go with a boat in which above passengers were to be landed. Mr. Holland, in service of Navigation Company, had charge of the business, and my orders merely were to go with the passengers' passports in my hand so as to satisfy all they were British Indian subjects. On our entering steamer Mr. Holland told the nine Indian passengers, including men, women, and children, to put their things in the boat. While this was being done, I saw two zaptiehs leave the Oman Ottoman Administration Office in a country boat and make for the custom-house, after shouting to us, "What are you landing? There is no order." When boat reached Customs wharf a Police Inspector, by name Mulla Ahmad, with a zaptieh, came down the landing steps. These two forcibly prevented with their hands the ship's boat from touching the steps by pushing it back several times into the deep water. Two of the passengers attempted to leave the boat, but were pushed several times back by said Police Inspector. Mr. Holland and I warned these two men that the passengers were British Indian subjects, and I showed to the Inspector the passengers' passports, but all to no avail. The Inspector merely said he had orders from his Excellency the Vali Pasha to prevent passengers from landing, and that unless I brought an order from Chief of the Police, he could not allow passengers to land.

Seeing persuasion was useless, Mr. Holland took the passengers back to the steamer. I returned to Consulate-General. The Police Inspector carried a sword, and the zaptieh with him his side-arms.

(Signed) A. MARINE.

No. 150.

Acting Consul-General Tweedie to Earl Granville.—(Received September 11.)

(No. 23.)

My Lord, *Bagdad, August* 9, 1883.

OBSERVING that no copy was sent with my despatch No. 14 dated the 15th June last, on Tigris navigation question, of my first letter on this subject to his

Excellency the Vali, namely, my letter dated the 15th idem (forming reply to his Excellency's letter dated the 13th idem), I have the honour very respectfully to submit the same herewith, and ask favour of its being attached, as Appendix to paragraph 3 of my above quoted despatch to your Lordship.

I have, &c.
(Signed) W. TWEEDIE.

Inclosure in No. 150.

Acting Consul-General Tweedie to the Vali of Bagdad.

June 15, 1883.

I HAVE received your Excellency's despatch dated the 13th instant, stating, if I understand its meaning properly, that, under instructions from the Minister of the Interior, you have given orders for the enforcement of a prohibition against the continued plying of Messrs. Lynch and Co.'s steamers on the Tigris, and requesting me to use my exertions with the same object.

2. As, however, this is a matter affecting the relations and interests of both the high Governments, and the present orders would appear, from the perusal of the previous correspondence and records, to have originated in a misapprehension of the original facts and grounds of the whole question, I trust to be held excused from taking any action in regard to it further than submitting to my Government, which I am doing by to-day's post, a copy of your Excellency's letter.

No. 151.

Acting Consul-General Tweedie to Earl Granville.—(*Received September* 11.)

Bagdad, August 10, 1883.

(No. 24.)
My Lord,

IN continuation of despatch No. 22, dated the 3rd instant (Navigation of Tigris), I have the honour very respectfully to submit, for your Lordship's information, copy of despatch of to-day's date to Her Majesty's Chargé d'Affaires at Constantinople, and of its inclosure.

I have, &c.
(Signed) W. TWEEDIE.

Inclosure 1 in No. 151.

Acting Consul-General Tweedie to Mr. Wyndham.

Bagdad, August 10, 1883.

Sir,

I HAVE the honour, in continuation of despatch dated the 3rd instant (Navigation of Tigris), respectfully and gratefully to acknowledge receipt same day of your telegram in cypher intimating suspension by Ottoman Government till further orders of instructions under which measures forming subject of present correspondence were taken by his Excellency the Vali of Bagdad. It was then Friday, and the "Majidiah" had to leave for Bussorah on Sunday morning. Therefore, the Consular Dragoman was sent at once to his Excellency with a letter soliciting an answer orally to an application from Messrs. Lynch and Co. to be allowed to receive cargo in course of intermediate day.

2. From Dragoman's notes of conversation it will be seen that his Excellency acceded to above request; but as the new moon appeared that evening, and next day was a close holiday at Custom-house, Messrs. Lynch and Co. were of course unable to take advantage of the removal of the embargo on loading thus notified; hence, the "Majidiah," when she left for Bussorah, took with her once more only the Indian mails.

3. One point was noticeable in what his Excellency said during above conversation, namely, that a letter of permission would be sent direct to Navigation Company's Manager instead of this Consulate-General's being communicated with on the subject, a change of procedure evidently of some significance. A caution was therefore given

to the Manager, and when a sealed letter was brought to him on the 4th instant from the vilayet offices (whether from the Governor-General or Governor is not known) he returned it per bearer, with an intimation that it was against rule and precedent for him to receive such documents otherwise than through Consulate.

4. Nothing further has been heard of above letter, nor has his Excellency the Vali made any other intimation of his Government's change of attitude than that given by him orally as above to the Dragoman, which, indeed, was enough, especially as the cordon of zaptiehs was afterwards withdrawn from the river bank, and one of Lynch's steamers allowed to go alongside the Custom-house as formerly

5. Little requiring report having thus, fortunately, occurred this week, I would ask leave respectfully to review as shortly as possible the circumstances which may be supposed to have brought on the recent attack upon our ancient privileges in Turkish Arabia; the effects which have been thus produced on our situation generally, and the measures now apparently requisite for the recovery of lost ground and the warding off of further evil.

Firstly, with regard to the probable origin of these proceedings:—

6. Your despatch of the 23rd February last seemed to show that the views of the Sublime Porte as to the navigation of the Tigris by British steamers were up till then not unfavourable; seeing that his Highness the Grand Vizier was understood to have instructed the Bagdad Government, in a letter dated the 12th idem, to permit Messrs. Lynch and Company to replace one of their two steamers by a new one (the "Majidiah").

7. The recent opposition would thus appear to have been developed between above period and the 14th June last, when, as will be remembered, his Excellency the Vali, without a word of previous communication or consultation, suddenly wrote that, under instructions from the Minister of the Interior, he had ordered these steamers to be not only prohibited, but prevented, from again running on the Tigris.

8. The view taken on receipt of the above extraordinary intimation was that it had originated in some misapprehension or error on points of fact, and this was plainly stated to his Excellency the Vali in my very first letter to him on the subject. *Vide* Inclosure in No. 150.

9. During a long conversation with his Excellency on the 17th idem, I learned from his own lips these two facts: (1) he was personally as opposed as it was possible to be to the running of British steamers on the Tigris; the words he used to me being that he would, if he could, finally and utterly clear them off "to-morrow"; and (2) he had never seen the Vizirial letters of 1861 and 1862, which bear so clearly on this whole topic. When the purport of those two documents was quoted to him from a Memorandum which I held in my hand, his Excellency evinced the keenest interest, made a note of their dates, and calling an attendant, ordered that they should be shown to him in the course of the day. But he made no secret of it that he had never heard of them before.

10. Here then, without doubt, the conclusion presents itself that the Governor-General of this province took up and heartily identified himself with a course of action which might easily have landed his Government in a great war, without thinking it at all incumbent on him to master the subject beforehand, or so much as examine the previous correspondence.

11. It is but natural that the prosperity of the Tigris and Euphrates Navigation Company, as shown by its well equipped condition, and by the exceptionally large dividends it is known to yield, should excite jealousy here, both among native and European speculators. The former cannot, even with the aid of their Government, enter successfully the field of competition against it under the system of "takdir," or leaving all to Providence, on which Ottoman steamers are navigated; witness the burning the other day of the "Tal Anfar," *en bloc*. The latter again (Europeans) are prevented by the policy of monopoly and exclusiveness which the Local Government favours from embarking on their own account in similar enterprises. Hence, it is not perhaps to be greatly wondered at that designs are brought forward from time to time against the British Company. But when the highest functionary in the province received certain orders founded too probably and palpably, at least in part, on the misrepresentations of such outsiders; how can his conduct be reconciled with his duty in having at once proceeded to carry those orders into effect without, so far as is known, a word of remonstrance; and, by his own admission, without having studied the previous history of the question? It would be difficult to carry this view much further without touching on ground belonging rather to the province of the

Sublime Porte. But surely the danger will be recognized of a Pashalik like Turkish Arabia being administered on lines of which all this forms only one feature and illustration.

Next, as to the effects which the Bagdad Government's action has had on the general situation.

12. Paragraph 11 of my despatch of the 3rd instant recapitulates the principal measures which have been resorted to here during the last few weeks, with the object of forcing British steamers off the Tigris.

13. When those measures were still in the future, it was anticipated that if they were attempted the consequence would be a lowering of the European name, such as might pave the way for some outbreak of lawlessness or fanaticism among the inflammable classes of Bagdad. This apprehension, as will be remembered, was shared by my French colleague, who, I am unofficially informed, addressed a letter of friendly caution to his Excellency the Vali on the subject of it, all without effect.

14. Although happily nothing serious has befallen to verify such forecasts, yet it is not to be supposed that the recent proceedings of his Excellency's Government were unattended by the usual symptoms of disturbance. The reason of no official report of such symptoms having been submitted is that it was impossible to verify all the incidents of the nature now alluded to, which were either reported at the Consulate or heard of, more or less incidentally, without too much importance being thereby perhaps assigned to them, and the mischief being caused to spread. The state of the public mind, throughout the vilayet during the period in question, may, however, be inferred from the following telegram received from Her Majesty's Consul at Bussorah on the 20th June.

"It is reported that Political Agent in Turkish Arabia was in some way affronted yesterday.

"There are no vessels of war present, but if it appear advisable to you, I will ask Political Resident, Persian Gulf, to please send quickly vessels of war now with him.

"Please let me know by telegraph."

15. There was, it so happened, no foundation in fact for the above rumour. No change in the demeanour of any native of Bagdad towards this Consulate was ever observed. But the same can by no means be said touching the general body of British residents, some of whom, as I have been credibly informed, have been jeered at or insulted by the rabble of the streets or of the river bank, as well as by others who ought to have known better; while in one case, European employés of the Euphrates and Tigris Navigation Company are understood even to have been pelted with brickbats as they passed in a boat the soldiers' barracks. That nothing like a panic ever occurred was due perhaps more to the good sense of our community than to anything else, and to the precaution adopted by the Local Government in greatly strengthening the police posts throughout the Christian quarter of the town. So far as is known, not more than one European householder ever seriously thought of removing his family from Bagdad. But with all this, I respectfully think it a grave matter indeed that such a state of things should have been produced, however temporarily, in Bagdad, after the prevalence for more than a century of the very opposite conditions in this respect.

Lastly, in regard to remedial measures:

16. This evidently is a topic on which it becomes me to touch, if at all, only with diffidence, seeing that it connects itself more perhaps with a general view of Eastern policy than with points of a local character only. But a reference may at least be permitted to the suggestive fact that in apparently the very first telegram addressed by his Excellency the Viceroy and Governor-General of India to Her Majesty's Secretary of State for India, after the news of these proceedings had reached Simla, the following clause occurred: —

"We trust . . . . . that right of now 'Comet' to proceed to Bagdad will be maintained."

17. The above allusion, it will be perceived, while not of course overlooking the essential and important distinction between the right of an armed vessel of the Government of India to navigate Mesopotamian rivers and the privilege enjoyed by certain merchant-steamers to trade under the British flag on the same waters, signifi-cantly points to the great value of the "Comet's" presence at Bagdad, were it but for the sake of the salutary impressions thus produced on the scarcely half-civilized population of Irak. In connection with this subject, Mr. Consul-General Plowden's despatch, dated the 2nd November, 1881, to his Excellency the Right Honourable the

Earl of Dufferin, might here be referred to. The views therein indicated touching the stationing of a vessel of the Royal Navy at Bagdad would appear, indeed, not to have been fully accepted by superior authority; and it is by no means now intended to turn recent events into an argument for our taking, if it can possibly be avoided, into our own hands the duty, so manifestly resting with the Ottoman Government itself, of protecting our trade and interests generally in the interior of Turkish Arabia and preventing, or adequately punishing, any occurrence, or occurrences, at variance with special Conventions, or with the recognized international usages of all civilized countries in the time of peace. The more closely any one examines the lines on which, under orders of course from Her Majesty's Embassy, England's business with the Bagdad Government has long been conducted, the more fully will it be perceived how free our policy has been from highhandedness or encroachment, and how uniformly it has been pervaded by the spirit of justice and moderation. But surely this fact is within the view of the Ottoman Government also, notwithstanding any unfounded repre-sentations to the contrary which may from time to time be brought forward by our enemies; and the fact itself being recognized, the obligation of reciprocity which arises out of it can hardly, one would think, be ignored, or considered at all in harmony with proceedings towards us like those now being adverted to.

18. Doubtless the services rendered to this province during the last twenty years by Messrs. Lynch and Co.'s steamers have been great. If the Company's right to compensation for its present losses is not here enlarged on, the only reason is one's knowledge that this point is already under consideration. But that admitted, I confess to feeling far more anxious that measures should now be thought of for the improvement of our whole relations with this portion of the Ottoman Empire in consequence of recent events, than that the only or chief result should merely be the strengthening of one mercantile firm.

19. If, on full investigation, it should appear, as is to be suspected, that all that has happened has been but a feature or expression of maladministration within this Pashalik itself, then, of course, it will be easy for the Sublime Porte to apply the proper and effectual remedy. If, on the contrary, the cause should be found to be a deeper one, then, as will be seen, it lies outside my province to consider the subject further.

20. If I have erred in writing at such length I can but plead the importance of the subject and the soundness, at least, of my motives in apology. Great Britain's relations with this Pashalik evidently tend to grow closer and closer every year. Instead of being weakened we require, indeed, to be morally strengthened at Bagdad; and it is with the intent of adding such small contribution as lies within the scope of my duty and ability in furtherance of so essential an end that I have ventured to enter so fully, from time to time, into the present aspect of affairs here, so far, at east, as I am competent to understand it.

Inclosure 2 in No. 151.

Notes by Consular Dragoman of Conversation with the Vali of Bagdad, on the night of the 3rd August, 1883.

MENTIONED Messrs. Lynch and Co.'s application to Consul-General for permission to load "Majidiah" following morning, and stated I had been sent to ask for an answer from his Excellency orally. I delivered Consul-General's letter of same date. Vali read it attentively, and desired me to inform Consul-General he had been instructed by Minister of Interior that question of steamers was under discussion in Council of Ministers, and that in meantime they were to be allowed to run as usual.

His Excellency further bade me convey message that his orders, as above, were that very moment being made out for issue, and that the steamer is permitted to go alongside Custom-house.

He next asked me whose property steamer was. I said, British firm of Lynch and Co. He interrupted me that that was not what he meant; but what was name of Bagdad Manager? I told him, Mr. Blockey. He then said that letters were being prepared for transmission to that gentleman in due course, as well as to Customs Department, intimating that steamer was free to go alongside Custom-house as usual to receive cargo. His Excellency desired me to inform Consul-General accordingly, with his compliments. This closed conversation.

(Signed) J. THADDEUS.

Bagdad Residency, August 4, 1883.

No. 152.

Mr. Wyndham to Earl Granville.—(Received September 13.)

(No. 283. Commercial.) *Therapia, September 8, 1883.*

My Lord,

I DULY conveyed to Colonel Tweedie, as instructed in your Lordship's telegram, Commercial, of the 31st July, your approval of his proceedings, as reported in his telegrams of the 24th and 26th of that month, with regard to the question of the navigation of the Tigris, and I have now received a despatch from that officer of the 3rd ultimo, copy of which he has sent to your Lordship, in which he requests me to tender to your Lordship an expression of his most respectful acknowledgments of such considerate kindness and support.

I have, &c.

(Signed) HUGH WYNDHAM.

No. 153.

Mr. Wyndham to Earl Granville.—(Received September 13.)

(No. 286. Commercial.) *Therapia, September 8, 1883.*

My Lord,

WITH reference to my despatch No. 215, Commercial, of the 18th July last, I have the honour to transmit herewith copies of two despatches I have received from Colonel Tweedie respecting the interference by the local authorities at Bussorah with the British Post Office at that place.

I have, &c.

(Signed) HUGH WYNDHAM.

Inclosure 1 in No. 153.

Acting Consul-General Tweedie to Mr. Wyndham.

Bagdad, July 25, 1883.

Sir,

I HAVE the honour, with reference to my telegram, in cypher, dated the 16th instant (sentries placed over British Post Office at Bussorah) to which you were good enough to reply in cypher telegram of 18th idem, respectfully to state that the first I heard of this incident was in a demi-official letter, dated the 5th instant, from Consul at Bussorah, received here on 8th idem.

Same officer's official Report on subject having come by last post, I have the honour to submit a copy of it, and of its inclosure, for your further information; also translation of my letter, dated the 23rd instant, to his Excellency the Vali, on subject of same, in which it will be seen the opportunity is taken of suggesting to his Excellency the inexpediency of his continuing, as in this and other recent instances (*vide* correspondence submitted with my despatch dated the 22nd ultimo), thus to endeavour to have changes in established procedure in matters affecting British interests carried out, without reference to this Consulate-General, merely through requisitions being addressed by Governor of Bussorah direct to our Consul there, instead of being in first instance brought forward and considered in usual manner.

I have, &c.

(Signed) W. TWEEDIE.

Inclosure 2 in No. 153.

Consul Robertson to Acting Consul-General Tweedie.

Bussorah, July 12, 1883.

I HAVE the honour to report, for your information, that on the morning of the 2nd instant I received a letter from the British Postmaster here complaining that the Turkish officials had posted two soldiers, one on either side of his house, to prevent

the Bussorah public from posting their letters for the outgoing Bagdad mail and from receiving letters which had just arrived from that place.

I immediately wrote to the Governor, asking why the guard had been placed in front of the British Post Office, and requesting that it might be at once removed. The guard was removed as desired, and on the 8th July the Governor wrote to me explaining the circumstances under which it had been placed at the post office. A copy of his letter is herewith forwarded.

It will be seen that his Excellency desires me to inform Commanders of British vessels that they are not to carry letters between Turkish ports (*i.e.*, between Bussorah and Bagdad) unless such letters have passed through the Turkish Post Office. Hitherto letters for Bagdad have generally been sent with the British mails to Bagdad, and have therefore passed through the British Post Office.

I regard the matter as a phase of the dispute about Messrs. Lynch's steamers, and I therefore purpose to take no action in the matter pending the settlement of that question. I shall, however, be glad to receive instructions as to the procedure to be followed by me in the event of the Turkish authorities preventing British subjects from using the British Post Office in the customary manner.

Inclosure 3 in No. 153.

The Governor of Bussorah to Consul Robertson.

July 8, 1883.

I HAVE the honour to acknowledge the receipt of your letter dated the 6th July, asking about the two policemen placed before the British Post Office. In reply, I have to state that, from intimation received from the police-office, and from the Inspector of Post Office, it appears that the two policemen were not placed to watch the British Post Office, but were that day posted to walk about and to seize any letters they might see unstamped: that day was the day of the departure of the steam-ship "Moosul" (a Turkish steamer plying between Bussorah and Bagdad).

Moreover, I have received a letter from the Inspector of Post Office stating that the right of making postal arrangements in the Turkish dominion is vested in the Turkish Government, and that all steamers, whether Turkish or foreign, plying in Turkish waters, are prohibited from receiving any letters unless they have passed through the Turkish Post Office, and requesting me to see that these rules were carried out.

Therefore, I request you not to allow any action which may be against the rule, and to bring the same to the notice of those concerned, so that they may conform with the rule, and refuse to accept any letters or documents which do not bear the Turkish stamp.

Inclosure 4 in No. 153.

Acting Consul-General Tweedie to the Governor of Bagdad.

July 23, 1883.

I HAVE the honour to refer to your Excellency on the subject of official Report received by yesterday's post from Her Majesty's Consul at Bussorah, showing that on the 2nd instant the authorities of your high Government posted two soldiers in front of quarters of British Postmaster, Bussorah.

When the Consul remonstrated the soldiers were removed, and his Excellency the Governor afterwards wrote that they had not been placed to watch the British Post Office, but merely to walk about and seize any letters they might see unstamped.

Even supposing this nice distinction intelligible to those immediately concerned, it could hardly be so to others, and I trust your Excellency will agree with me that such a use of soldiers is not suitable to a time of peace, and will instruct the Bussorah authorities accordingly.

The Bussorah Consulate being, as is well known, under this Consulate-General, just as Bussorah itself is under the government of your Excellency, Her Majesty's Consul there is of course responsible that no innovation occurs in any Department under his care and protection. All he can do is to report the proposed change or improvement for the consideration of superior authority, and this fact I venture to bring under your Excellency's notice in connection equally with this and one or two other recent references, so that there may be no grounds for impatience when the functionary

in question does not immediately co-operate in proceedings for which it would not be possible for him, except under orders from the Consulate-General, to make himself responsible.

Inclosure 5 in No. 153.

Acting Consul-General Tweedie to Mr. Wyndham.

Bagdad, August 2, 1883.

Sir,

I HAVE the honour, in continuation of despatch dated the 26th ultimo (stationing of zaptiehs at Bussorah Post Office), to submit very respectfully, for your further information, translation of his Excellency the Vali's letter to me dated the 28th idem, being reply, so far as seems to have been thought necessary, to my same subject dated the 23rd idem, copy of which is already before you.

2. His Excellency the Vali's letter, with all its circuitousness, practically amounts, as will be seen, to an admission and vindication of the proceedings under reference, which seems merely to have formed a phase or feature of the general attack on our existing rights and privileges in this Pashalik now being so vigorously pressed by his Excellency and others (*vide* my telegram to you in cypher of to-day's date).

3. From no notice whatever being taken by his Excellency of my representations as to advisability of his in future bringing forward any new measures which he may deem called for in the first place through the usual channels of correspondence, with a view to their being considered in a reasonable and amicable spirit, instead of having resort to them summarily and forcibly, it seems only too evident what is to be anticipated unless he receive from his own Government the necessary check.

I have, &c.
(Signed) W. TWEEDIE.

Inclosure 6 in No. 153.

The Vali of Bagdad to Acting Consul-General Tweedie.

July 28, 1883.

(Translated purport.)

I HAVE received your letter dated the 23rd instant (zaptiehs at Bussorah Post Office), and have the honour to state Her Britannic Majesty's Consul there has already been informed on this subject as follows:—

Zaptiehs were not stationed at Post Office door. It merely was that, at instance of Assistant Inspector, and under certain restrictive rules, two zaptiehs were sent out to go rounds in suspected places, and seize unstamped letters; further that, as right of maintaining post-offices in Ottoman Empire belongs to Ottoman Government, foreign or native steamers running between Turkish ports have no right to receive letters from any other place than Turkish Post Office.

No. 154.

Mr. Wyndham to Earl Granville.—(*Received September* 13.)

(No. 293. Commercial.)

Therapia, September 8, 1883.

My Lord,

IN continuation of my previous correspondence on the subject of the Tigris navigation, I have the honour to transmit herewith copy of a despatch I have received from Acting Consul-General Tweedie, inclosing copies of letters from the Manager of the Tigris Steam Navigation Company, which report certain acts of violence committed on some sailors in the employ of that Company.

Colonel Tweedie had reported to me in a semi-official letter dated the 17th July, that the Mushir commanding the troops at Bagdad had publicly insulted a British subject in the streets, and I considered it proper to bring the matter to the notice of Artin Effendi, Under Secretary of State for Foreign Affairs.

I have, &c.
(Signed) HUGH WYNDHAM.

Inclosure 1 in No. 154.

Acting Consul-General Tweedie to Mr. Wyndham.

Sir,

Bagdad, August 17, 1883.

I HAVE the honour, in continuation of my last week's despatch on Tigris navigation question, respectfully to submit, for your information, further papers, which, though not perhaps important, yet serve to show that the consequences of the Bagdad Government's recent orders and proceedings are not to be got over all at once.

I have, &c.
(Signed) W. TWEEDIE.

Inclosure 2 in No. 154.

The Manager of the Euphrates and Tigris Steam Navigation Company to Acting Consul-General Tweedie.

Sir,

August 13, 1883.

WE have the honour to inform you that when the "Majidiah" was at anchor at Kutu'l Amara on the 10th instant, on her way up to Bagdad, she was unable to get coolies to coal ship with, as they had been ordered by the authorities not to come on board.

We regret to have also to report that seven soldiers were sent on board by the Kaïmakam Rastam Beg, to turn all the people belonging to Kut and intending passengers out of the ship. This was done in the presence of a large number of people. The object in view was partly carried out, when the commander of the steamer, together with the natives present, insisted upon the soldiers leaving the ship, which they eventually did.

Captain Cowley reported the matter in writing to the Kaïmakam, but received no answer.

Inclosure 3 in No. 154.

Acting Consul-General Tweedie to the Vali of Bagdad.

August 15,18 8

I HAVE the honour to invite your Excellency's attention (*vide* inclosed translation of letter from Messrs. Lynch and Co., dated the 13th instant) to th unfriendly, and doubtless unauthorized, proceedings of certain subjects, and servants of your august Government, towards the British mail steamer "Majidiah," on the 10th instant, at Kutu'l Amara, on her way to Bagdad, and trust that your Excellency, dealing with the case in accordance with the essential requirements of friendship and right, will cause all necessary steps to be taken for the prevention of anything of the same kind hereafter.

Inclosure 4 in No. 154.

The Manager of the Euphrates and Tigris Steam Navigation Company to Acting Consul-General Tweedie.

Sir,

August 13, 1883.

IN continuation of our letter of the 13th August, we regret further to have to report that yesterday afternoon, the "Majidiah" being alongside the Custom-house, a man from the remains of the Turkish steam-ship "Tal Aafar" cast off the bow rope of our steamer, thereby causing her to drift. Upon this, the chief officer ordered one of the crew to make the line fast again, and a deckman swam into the river for the purpose, whereupon he was attacked by the man in question, and beaten in a most merciless manner; whilst another man who swam to his assistance received a brickbat in his face, thrown probably by one of the crowd, only too eager to join in the fray against the crew of the English steamer.

2. This is only one of many insults and annoyances we have been subjected to since our steamers resumed traffic; but in the interests of peace, and in terms of you

letter of the 4th instant," we have refrained from bringing them to your notice. The present, however, is so gross an outrage, that it is evident further conciliation will only tend to embolden the authors, and to bring serious trouble upon us all.

3. We feel bound, therefore, to bring this matter to your notice for such action as you may deem fit.

4. During the time that the circumstances above related were taking place, the man referred to was encouraged in his action by a person from the "Adara" called Khoonais, who was shouting to him in Arabic, "Kill the ———." This man, although only a messenger, has always made himself particularly conspicuous in his opposition to our steamers, and although he may not receive direct orders from his superiors to do so, it cannot but be supposed that his action has at least their tacit approval.

5. Already we are threatened with the desertion of our crew, for the men are frightened of their very lives, they being Christians, and their aggressors Mahommedans always ready, as they threatened to do yesterday, if a man left the ship to complain to bear false witness that the former had committed the uncondonable offence of cursing the Mahommedan religion.

6. We would only further remark that with the same energy that his Excellency the Vali Pasha displayed a short time since in placing numerous soldiers at various points on the river to prevent passengers from going on board or leaving our steamers, he might now profitably employ one or two to preserve the peace and protect our men from such assaults as the one above reported, now that his own Government has thought fit to revoke the prohibition.

Inclosure 5 in No. 154.

Notes of Consular Dragoman's Conversation with the Vali of Bagdad, on the 15th August.

WAITED on his Excellency with Euphrates and Tigris Navigation Company's letter dated the 13th instant, contents of which explained with Consul-General's compliments and assurances of its being always his wishes to settle such references in a friendly manner, in hopes that his Excellency also will show the same disposition and prevent recurrence of similar proceedings.

I explained how strictly Lynch and Co.'s people had been ordered to conduct themselves in becoming manner; and said if his Excellency thought proper to have a responsible officer stationed at Custom-house wharf to regulate business and prevent disputes, Consul-General would see that his authority was respected.

On my going over particulars contained in paragraphs 1, 2, 3, and 4 of Messrs. Lynch and Co.'s letter, his Excellency said it was the first he had heard of it, and that he would refer to Superintendent of Steamers (Sirri Effendi) about it, to facilitate which his Excellency desired me to go to his dragoman, and have an abstract translation made of above-mentioned paragraphs.

His Excellency then added, "I remember the crew of one of the British steamers cutting the rope of a Turkish steamer some time ago; but what business have British steamers here at all; they must leave! they must be cleared away!" On my answering that that point was now under the consideration of the two high Governments, his Excellency merely said, "Oh, yes;" and dismissed me with his best compliments to Consul-General and the message that he would not fail to inquire into the affair.

(Signed) P. DEMELLO.

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* As it was not thought necessary to submit at the time to Embassy copy of letter thus quoted, a copy is placed here for reference:—

"Sir,

"Copy of your letter of yesterday was sent on receipt to his Excellency the Vali, under cover of a letter from this Office, through Consular Dragoman; through whom his Excellency conveyed to me in reply the information that your steamers would meanwhile be allowed to run as usual, pending further consideration of questions involved; and that orders were in course of being issued for "Majidiah" being received to-day, as before, at side of Custom-house.

"In these circumstances I am sure all your people will be only too willing to exercise a little patience, it being now a general holiday-time here, even if some slight delay or stiffness should just at first occur in giving effect to orders which cannot be expected to have been received with equal satisfaction by all others as by us.

(Signed) "W. TWEDDLE."

No. 155.

Mr. Wyndham to Earl Granville.—(Received September 13.)

(No. 294. Commercial.)

My Lord, *Therapia, September 8, 1883.*

I HAVE the honour to transmit herewith to your Lordship translation of an article which appeared in the "Terdjumani Hakikat" of the 5th instant in regard to the navigation of the Tigris by the steamers of Messrs. Lynch and Co.

I have pointed out to the Sublime Porte how grossly the facts of the case have been misrepresented in the article, and the Under-Secretary of State for Foreign Affairs promised he would send for the editor and speak to him on the subject.

I have, &c.

(Signed) HUGH WYNDHAM.

Inclosure in No. 155.

Extract from the "Eastern Express" of September 8, 1883.

BRITISH STEAMERS IN THE TIGRIS.—The "Terdjumani Hakikat" of Wednesday publishes the following curious article:—"The correspondence which we receive from Bagdad shows that the question of the navigation of the Tigris by the steam-boats of the Lynch Company is more important than one might, at first sight, suppose it to be. This importance does not arise from the fact of the concession granted in principle to Colonel Chesney, which the Lynch Company afterwards took advantage of to the extent of monopolizing the traffic on the Tigris by putting on four or five steam-boats of from 400 to 500 tons measurement. We hear nothing, by the way, of the four lighters of 400 to 500 tons burden, and the powerful steam-tug lately brought out by the Company to Bussorah for the same service. The question assumes in our eyes a peculiar importance from the fact that the Company has commenced a postal service between those places touched at by their steamers, which is carried on in the name of the British Post Office, and that the stamps used are those of the same Administration. This fact constitutes a fresh violation of the sovereign rights of the State, since it is in opposition to the Ottoman postal service, and deserves the special attention of the Sublime Porte. Mr. Lynch ought to know better than any one that every enterprise of public utility in every country is based on the concession granted by the State, and that one has no right to carry on such enterprise otherwise than as laid down in the concession. If Mr. Lynch has forgotten this elementary point, our correspondent at Bagdad is there to remind him that when Namyk Pasha was Governor-General of Bagdad, the self-same contractor brought out from England a steam-pump to raise water from the Tigris, without having previously obtained a concession for an enterprise which was at once beneficial to agriculture and advantageous to the country. The Government, on that occasion, merely confiscated the machine—paying him the cost out of its pocket—rather than allow him to reap the benefit of exclusively working it. This action on the part of the authorities might at first sight seem surprising, but, on examining the question more closely, one sees in it nothing astonishing. The Ottoman Government, like any other, is anxious not to throw difficulties in the way of irrigating the fields, but to see that the service is so conducted that there shall not be a preponderance of contractors in proportion to the population, and that no encroachment be made on the legitimate rights of the State, either from a moral or a material point of view. It is evident that the monopolization of the traffic on a great river, recognized as the highway for Arabian commerce, without authority or Firman, constitutes in itself a serious violation of the sovereign rights of the State. But not content with this, Mr. Lynch seeks to interfere in the postal service, precisely at the moment when every effort is being made here to get rid of all foreign participation in it. It is to be hoped that the Imperial Government will take into its most serious consideration this state of things, and act in such a manner as to merit general approbation by opposing it with all its might. We should remark that we do not speak of the political advantages, from a moral point of view, which result for all Arabia from the English navigation of the Tigris. If we wished to enter on this consideration we could easily show that England will not act as a friend in putting pressure on the Imperial Government in this question."

No. 156.

Mr. Wyndham to Earl Granville.—(Received September 13.)

(No. 296. Commercial. Confidential.)

Therapia, September 8, 1883.

My Lord,

I THINK it advisable to mention to your Lordship, in connection with my Reports dated the 20th and 26th July respectively, in which I stated that I had heard that the Russian Ambassador had made certain insinuations at the Palace with regard to the navigation of the Tigris, that M. Nélidow asked me the other day how matters stood in regard to that question, questioning me more than once as to whether there had not been an intention on the part of Messrs. Lynch and Co. to run their steamers as far as Mosul.

I replied that I was in hopes the question was in a fair way of settlement; that no complaints had reached me recently on the subject; that I was unaware as to whether there was any attention on the part of Messrs. Lynch to navigate the Tigris up to Mosul, and that I did not know whether there was a sufficient depth of water to admit of their doing so, but at all events, I said, British vessels had the right to navigate the Tigris, and that I knew of no limit as to distance on the river.

I have, &c.

(Signed) HUGH WYNDHAM.

No. 157.

Consul-General Plowden to Sir J. Pauncefote.—(Received September 25.)

(Private.)

43, Eaton Square, September 12, 1883.

Dear Sir Julian,

I CALLED at the Foreign Office yesterday and was sorry to learn that you had left town, for I am afraid that I shall not have an opportunity of seeing you before I start for Bagdad about ten days hence.

I understand that the Tigris question has not made much progress towards a final settlement, but I hardly suppose that Lord Granville would wish to detain me any longer in connection with it. If I am wanted, I need scarcely say that I am willing to remain as long as may be necessary, but as a matter of fact my detention is a somewhat serious matter for me. The delay of two months in my departure has cost me, besides some personal inconvenience, over 300*l.* in salary. I do not regret this loss in the least if I have been of any use to the Government in respect to the difficulties which exist in the Lynch business; but if I have been of use I trust that I do not ask too much in requesting that my services may be acknowledged by a communication to the Secretary of State for India. This would be very gratifying to me now, and might also be of much advantage to me in the future. The fact is that at Bagdad my situation is a very peculiar one. I am an Indian officer, appointed and paid by the Government of India, but my most important work lies with your Office. I have been fortunate enough to obtain the commendation of the Foreign Office once or twice, but the Government of India would not be cognizant of this unless they were informed by you.

Yours, &c.

(Signed) TREVOR CHICHELE PLOWDEN.

No. 158.

Mr. Lister to Mr. Godley.

Foreign Office, September 28, 1883.

Sir,

I AM directed by Earl Granville to state that his Lordship desires, on the occasion of Mr. Consul-General Plowden's return to his post at Bagdad, to convey to the Earl of Kimberley in Council his high appreciation of the services rendered by that officer to this Department, especially in connection with the question of the navigation by British vessels of the River Tigris, which matter has formed the subject of recent communications between the Foreign and Indian Departments.

I am, &c.

(Signed) T. V. LISTER.

No. 159.

Mr. Lynch to Earl Granville.—(Received October 16.)

The Euphrates and Tigris Steam Navigation Company (Limited), 3, Salter's Hall Court, Cannon Street, October 15, 1883.

My Lord,

I HAVE the honour to submit to your Lordship a statement of the claims of this Company upon the Turkish Government, arising out of the occurrence detailed finally in my letter of the 17th August last.

These claims are, for the sake of distinctness, set forth in separate schedules, and, without troubling your Lordship with a recapitulation of details that have already been the subject of correspondence, I take the liberty of remarking generally that the Company is not seeking indemnity against the ordinary vicissitudes of trade, but compensation for injuries sustained by the violation of rights which formed the subject of careful inquiry when the Company was originally established and a large amount of capital was expended in full confidence in the engagements previously entered into by the Ottoman Government.

I have, &c.

(Signed) T. K. LYNCH, *Chairman.*

Three schedules inclosed, viz.:—

Claim No. 1, amounting to 5,000*l.*
„ No. 2, „ „ 4,395*l.* 4*s.* 3*d.*
„ No. 3, „ „ 5,700*l.*

Inclosure 1 in No. 159.

	£ s. d.
Claim No. 1.—For compensation for the attack by Arabs on the steamer "Khalifah," in July 1880, including compensation to the relatives of those killed and to the captain and others who were wounded	5,000 0 0

Note.—It may be confidently assumed that the Turkish Government has long since recovered full compensation and penalties from the Arab tribe implicated in this attack.

Inclosure 2 in No. 159.

	£ s. d.	£ s. d.
Claim No. 2.—For loss suffered by the Company in consequence of the prohibition against the employment of the steel barges sent out to Bussorah in 1879 and 1881, viz.:—		
On two barges (actual cost, 4,149*l.* 11*s.* 5*d.*), from March 1880—		
Interest, at 5 per cent., for three and a-half years ..	726 3 3	
Depreciation, at 6 per cent., for ditto	871 7 11	
Insurance, at 4 per cent., for ditto	580 18 7	
Disbursements (care-taking, &c.), at 100*l.* per annum each	700 0 0	2,878 9 9
On two barges (actual cost, 4,444*l.* 12*s.* 7*d.*), from December 1881—		
Interest, at 5 per cent., for one and three-quarter years	388 18 2	
Depreciation, at 6 per cent., for ditto	466 13 10	
Insurance, at 4 per cent., for ditto	311 2 6	
Disbursements (care-taking, &c.), at 100*l.* per annum each	350 0 0	1,516 14 6
		4,395 4 3

Inclosure 3 in No. 159.

	£ s. d.
Claim No. 3.—For loss of income actually suffered by the Company during the complete suspension of traffic from the 29th June to the 5th August last, based upon the income for the corresponding period in 1882	3,800 0 0
For estimated loss of freights subsequent to the resumption of traffic, arising from the temporary discontinuance of through shipments by merchants, say	1,000 0 0
For compensation to nineteen Indian passengers holding through tickets to Bagdad, but on arrival there not permitted to land, and compelled to return, say	1,900 0 0
	5,700 0 0

No. 160.

Sir J. Pauncefote to Mr. Lynch.

Foreign Office, October 22, 1883.

Sir,

I AM directed by Earl Granville to acknowledge the receipt of your letter, dated the 15th instant, inclosing a statement of the claims of the Euphrates and Tigris Steam Navigation Company upon the Turkish Government for compensation on account of injuries sustained, arising, amongst other causes, from the obstacles interposed in the way of the navigation of the River Tigris by the Company's vessels.

I am, in reply, to state that the questions of the rights of the Company, and of the navigation of the Tigris, are still the subject of discussion between Her Majesty's Government and the Porte, and that a further communication will be addressed to you respecting the statement of claims now transmitted, which will be duly considered.

I am, &c.
(Signed) JULIAN PAUNCEFOTE.

No. 161.

The Earl of Dufferin to Earl Granville.—(Received October 24.)

(No. 328. Commercial. Secret.)

Therapia, October 16, 1883.

My Lord,

I HAVE the honour to transmit herewith to your Lordship a copy of a despatch which has come into my hands, addressed by the Grand Viziriat to the Government of Bagdad respecting the navigation of the Mesopotamian rivers by Messrs. Lynch and Co.'s steamers.

The despatch has also reference to the formation of an Ottoman Company for the navigation of the rivers in question, and I beg to call your Lordship's attention to the instructions given to the Vali of Bagdad by the Grand Vizier upon this head.

The reported desire of the Turkish Government to form an Ottoman Company for the above purpose was brought to your Lordship's notice by Mr. Wyndham in his despatch No. 203, Commercial, of the 13th July last.

I have, &c.
(Signed) DUFFERIN.

Inclosure in No. 161.

The Grand Vizier to the Government-General of Bagdad.

Le 15 *Septembre,* 1883.

(Secret.)

L'AMBASSADE Impériale de Londres fait son possible pour obtenir que le service des bateaux de la Compagnie Lynch soit limité aux provisions de la Concession spéciale, et la susdite Ambassade télégraphie au Ministère des Affaires Étrangères qu'elle est sur le point d'obtenir que l'on acquiesce à la demande du Gouvernement Impérial. Quant à la question importante de la formation d'une Compagnie Ottomane il serait préférable qu'elle soit retardée jusqu'à ce que cette question soit réglée. Cependant, aussitôt après qu'elle le sera, le Conseil d'Administration Locale pourra délibérer sur les Statuts de la susdite Commission, sur le montant et l'extension de son capital, et sur toutes les autres matières afférentes. Vous aurez alors la bonté d'en envoyer le procès-verbal et tous les autres documents qui s'y rattachent, en dû temps, pour être soumis à la Commission des Travaux Publics par le canal du Ministère de l'Intérieur. En attendant, votre Excellence trouvera opportun de s'abstenir de tout procédé inconvenant qui pourrait donner lieu à des disputes et empêcher l'assentiment du Gouvernement Anglais.

No. 162.

Mr. Godley to Lord E. Fitzmaurice.—(Received December 10.)

Sir,

India Office, December 8, 1883.

WITH reference to your letter of the 28th August last, inclosing a Memorandum of a conversation between the Turkish Ambassador, Sir J. Pauncefote, and Lord E. Fitzmaurice, on the Tigris navigation question, I am directed by the Earl of Kimberley to forward herewith, for the information of the Secretary of State for Foreign Affairs, extract of a letter from the Secretary to the Government of India in the Foreign Department, explaining the circumstances already referred to by Mr. Plowden in his Memorandum of the 31st July last, in which the name of Lynch was mentioned in the Firman of August 1841 relating to that matter.

I have, &c.
(Signed) J. A. GODLEY.

Inclosure in No. 162.

Extract of a Letter from the Secretary to the Government of India, dated Simla, October 29, 1883.

LETTER of the 7th September, 1883, from the Secretary of the Political and Secret Department, gave cover to a Memorandum of a conversation between the Turkish Ambassador, Lord E. Fitzmaurice, and Sir Julian Pauncefote.

In the course of this conversation, which related to the Tigris navigation question, the Ambassador referred to a Firman of 1842, "in which Lynch was expressly mentioned and identified with the grant of 1834," and it is remarked that this Firman is not known at the Foreign Office.

Our papers show that the Firman of 1834 was confirmed in August 1841 by a new Firman, which is, in all essential points, identical with the original grant, and, like it, refers exclusively to vessels belonging to Government. These vessels were at the time commanded by Lieutenant Lynch, of the Indian Marine, and his name was mentioned in the Firman. It is believed he had nothing whatever to do with Messrs. Lynch and Co., who at that time had no ships on the rivers of Mesopotamia, and whose first application for a Firman is dated March 1860.

It is not the first time that Turkish officials have referred to this Firman "in which Lynch is expressly mentioned," and it is of some importance that their mistake should be pointed out.

No. 163.

Earl Granville to the Earl of Dufferin.

(No. 222. Commercial.)

Foreign Office, December 13, 1883.

My Lord,

I HAVE to state to your Excellency that the Ottoman Ambassador called at this Office on the 5th instant to announce that he had received further instructions in the matter of the navigation of the Mesopotamian rivers. His Excellency said that his Government could not continue the permission hitherto accorded to Messrs. Lynch's steamers to navigate the Tigris, and that the permission would in future be for navigating the Euphrates only, and would be limited to the two steamers belonging to Messrs. Lynch and Co. Musurus Pasha supported this course by reference to the same arguments which he had used on a previous occasion, and which are recorded in my despatch to Mr. Wyndham No. 151, Commercial, of the 30th August last; he added, however, that, in the opinion of the Porte, the Vizirial letter of 1846 did not apply to British vessels navigating under the British flag, but only to vessels built by English owners, or belonging to them, and sailing under the Ottoman flag.

I am, &c.
(Signed) GRANVILLE.

No. 164.

Earl Granville to the Earl of Dufferin.

(No. 223. Commercial.) *Foreign Office, December 13, 1883.*

My Lord,

WITH reference to my despatch to Mr. Wyndham No. 151, Commercial, of the 30th August last, respecting the navigation of the Mesopotamian rivers by British vessels, I inclose, for your Excellency's information, a copy of an extract from a letter from the Government of India,* explaining how the name "Lynch" came to be mentioned in the Firman of 1841 confirming the privileges granted by the Firman of 1834. I also inclose a copy of a letter I have addressed on the matter to Musurus Pasha.†

I am, &c.

(Signed) GRANVILLE.

No. 165.

Musurus Pasha to Earl Granville.—(Received December 29.)

Ambassade Impériale Ottomane, Londres, le 28 Décembre, 1883.

My Lord,

J'AI eu l'honneur de recevoir la note de votre Excellence du 13 de ce mois, et, conformément au désir qu'elle a bien voulu m'y exprimer, je m'empresse de lui exposer par écrit les raisons que j'ai fait valoir, à l'occasion de mes visites au Foreign Office, sur la question de la navigation des deux fleuves de la Mésopotamie.

Cette question remonte au Firman Impérial émané en 1834 et par lequel permission était accordée à deux steamers Anglais de naviguer alternativement sur l'Euphrate, afin de faciliter le commerce, à condition qu'il serait prouvé et établi que les avantages résultant de cette permission seraient mutuels et que des inconvénients d'aucune sorte ne s'ensuivraient. Plus tard, à l'occasion d'un voyage à Constantinople du Capitaine Lynch, Commandant de ces deux steamers, un second Firman Impérial, émané en Août 1841, a confirmé la même permission aux mêmes conditions. Pour ne laisser subsister aucun doute sur la portée et les conditions de cette permission, j'ai l'honneur de joindre ici copies du texte Turc des deux Firmans précités, datés: le premier de l'année de l'Hégire 1250, fin de Chaban; et le second, de l'année de l'Hégire 1257, commencement de Redjeb.

Depuis lors, cette permission a, à différentes époques, donné lieu à des discussions entre les autorités Impériales de Bagdad et les parties intéressées à la navigation des deux bateaux à vapeur susmentionnés, par suite de la tendance de celles-ci à dépasser les limites prescrites par les Firmans Impériaux.

Lorsque, il y a environ six mois, le Gouverneur-Général du Vilayet de Bagdad, s'appuyant sur la teneur explicite des deux Firmans précités, s'est cru en droit de faire cesser la navigation sur le Tigre des dits steamers, votre Excellence m'a fait l'honneur de m'adresser, en date du 5 Juillet dernier, une note par laquelle elle soutenait que les bâtiments de commerce Anglais avaient acquis le droit de naviguer sur le Tigre, comme sur l'Euphrate, en vertu des deux lettres Vizirielles, datées du 2 Avril, 1846, et du 15 Janvier, 1861, et dont elle m'a transmis les copies; et votre Excellence, en même temps qu'elle exprimait combien elle regrettait que le Gouverneur-Général de Bagdad eût adopté une action subite et inexplicable à cet égard, insistait pour que la Sublime Porte rétablit les facilités accordées jusqu'ici aux bâtiments Anglais de naviguer sur le Tigre, en attendant la discussion amicale de cette question entre les deux Gouvernements.

Des communications ont été échangées sur cet incident entre les deux Gouvernements par l'entremise de leurs Représentants à Londres et à Constantinople; et la Sublime Porte, tout en repoussant l'interprétation donnée aux lettres Vizirielles et tout en s'en tenant aux termes des deux Firmans précités, a décidé, par déférence pour le Gouvernement de Sa Majesté la Reine, de rapporter, jusqu'à nouvel avis, les mesures prises par le Gouverneur-Général de Bagdad à l'égard des steamers Lynch naviguant sur le Tigre, à condition que cette permission, provisoire et d'une durée limitée, ne préjudicierait en rien aux droits ni à la manière de voir du Gouvernement Impérial, et que la question serait examinée et discutée librement et d'une manière impartiale entre les deux Gouvernements. En même temps, la Sublime Porte m'a chargé de traiter cette question avec le Gouvernement de Sa Majesté la Reine et m'a donné les instructions nécessaires à cet effet.

Désireux d'arriver à une entente avec le Gouvernement de Sa Majesté la Reine

* Inclosure in No. 162.

† To Musurus Pasha, December 18, 1883.

par des explications verbales, et connaissant les nombreuses occupations de votre Excellence, je lui ai proposé de désigner un fonctionnaire de son Département avec lequel je pusse entrer en pourparlers sur cette question, et votre Excellence a bien voulu se rendre à ma proposition et nommer à cet effet Sir Julian Pauncefote, Sous-Secrétaire d'État au Foreign Office.

Le 15 Août dernier, Sir Julian Pauncefote et moi nous avons eu au Foreign Office une première entrevue à laquelle assistait aussi Lord Edmond Fitzmaurice, Sous-Secrétaire d'État Parlementaire au Foreign Office.

MM. les Sous-Secrétaires d'État ont soutenu la théorie formulée dans la note précitée de votre Excellence du 5 Juillet, à savoir: que les bâtiments de commerce Britanniques ont acquis le droit de naviguer sur le Tigre, comme sur l'Euphrate, en vertu des deux lettres Vizirielles susmentionnées.

De mon côté, j'ai maintenu que les bâtiments Anglais n'avaient point le droit de naviguer sur ces deux fleuves, et que les deux Firmans Impériaux avaient accordé seulement aux deux steamers Lynch la permission de naviguer sur l'Euphrate et nullement sur le Tigre.

Quant aux lettres Vizirielles, j'ai dit qu'elles ne se rapportaient ni aux bâtiments de commerce véritablement Anglais et ayant, d'après les lois de l'Angleterre, le droit de porter le pavillon Britannique, ni aux steamers Lynch, mais aux barques et bâtiments construits dans le pays, appartenant à des sujets Anglais résidant dans le Vilayet de Bagdad, mais qui, sans qu'il y eût lieu de rechercher la nationalité de leur propriétaire, ne pouvaient être considérés par les autorités Impériales que comme barques et bâtiments Ottomans; que, en effet, comme les propriétaires Anglais de ces barques et de ces bâtiments, en y faisant arborer abusivement le pavillon Britannique, refusaient de payer les mêmes droits que les sujets Ottomans, la Sublime Porte, à la suite des réclamations qui lui avaient été adressées sur ce point par le Gouverneur-Général de Bagdad, avait décidé que ces barques et bâtiments appartenant à des sujets Anglais continueraient à naviguer sur les deux fleuves en payant les mêmes droits que les sujets Ottomans; que c'était pour constater cette décision que les lettres Vizirielles avaient été adressées au Gouverneur-Général de Bagdad et que ces barques et bâtiments naviguaient encore aujourd'hui sur les deux fleuves en payant les mêmes droits que les autres barques et bâtiments Ottomans, sans arborer le pavillon Anglais. Et j'ai ainsi expliqué comment le Gouvernement de Sa Majesté la Reine, en confondant les barques et bâtiments appartenant à des Anglais, mais qui, construits dans le pays, étaient tout simplement barques et bâtiments Ottomans, avec les bâtiments véritablement Anglais et ayant, d'après les lois de l'Angleterre, le droit de porter le pavillon Britannique, avait pu donner aux lettres Vizirielles, conçues en termes vagues, une interprétation aussi erronée qu'inadmissible.

J'ai fait observer que le Rapport du Surintendant de l'Hôtel des Monnaies, dont le texte est reproduit dans la première des deux lettres Vizirielles, celle datée du 2 Avril, 1846, avait pour objet de constater que les navires marchands étrangers qui se livrent au commerce intérieur doivent payer les mêmes droits que les navires marchands Ottomans qui font le même commerce, et nullement de prononcer sur la question de savoir si les navires de commerce Anglais ont le droit de naviguer sur les deux fleuves de la Mésopotamie, une telle question ne rentrant pas dans les attributions du Département des Finances.

J'ai ajouté que, si les deux lettres Vizirielles accordaient à tous les bâtiments de commerce Britannique le droit de naviguer sur le Tigre et l'Euphrate, le Grand Vizir n'aurait plus eu besoin de mentionner dans la seconde de ces deux lettres Vizirielles, celle datée du 15 Janvier, 1861, les deux Firmans de 1834 et 1841, et d'en maintenir intégralement les dispositions; et qu'il serait insoutenable de prétendre que de simples lettres Vizirielles pussent accorder aux bâtiments de commerce d'une nation étrangère le droit de naviguer dans les eaux intérieures de l'Empire, tandis qu'il avait fallu des Firmans Impériaux pour la navigation sur l'Euphrate des deux seuls steamers Lynch; et alors qu'une Concession si considérable et d'une portée si générale aurait dû nécessairement faire l'objet d'un Article Spécial d'un Traité de Commerce et de Navigation.

Enfin, j'ai déclaré à Sir Julian Pauncefote et à Lord Edmond Fitzmaurice qu'il était absolument impossible au Gouvernement Impérial de reconnaître ou d'accorder en général aux bâtiments de commerce Anglais le droit de naviguer sur les deux fleuves, d'autant plus qu'une telle Concession ne manquerait pas d'être invoquée par tous les autres États, qui, en vertu de leurs Traités de Commerce et de Navigation avec la Sublime Porte, avaient droit au traitement de la nation la plus favorisée; et j'ai conclu que la seule chose favorable aux intérêts de la Compagnie Lynch serait qu'elle

abandonnât des prétentions inadmissibles et dénuées de tout fondement et tâchât de se prévaloir de la permission accordée par Firmans Impériaux aux deux steamers Lynch de naviguer sur l'Euphrate.

Dans une seconde entrevue qui a eu lieu au Foreign Office le 6 de ce mois, Sir Julian Pauncefote et Lord Edmond Fitzmaurice m'ont exprimé l'opinion que, si le Gouvernement de Sa Majesté la Reine consentait à abandonner l'interprétation qu'il donnait aux lettres Vizirielles et à ne pas insister sur le droit des navires de commerce sous pavillon Britannique de naviguer sur le Tigre et l'Euphrate, il serait juste que, en retour de cet abandon, la Sublime Porte continuât à permettre aux deux steamers de la Compagnie Lynch de naviguer sur le Tigre jusqu'à Bagdad.

Ils m'ont fait observer que cette Compagnie avait joui de cette permission depuis plus de vingt ans sans opposition de la part du Gouvernement Impérial; qu'elle avait consacré à cette entreprise de grands capitaux tant pour la construction et l'entretien de ses steamers que pour l'établissement de magasins d'entrepôt, &c., à Bassorah, à Bagdad et ailleurs; qu'elle serait ruinée si elle devait cesser la navigation sur le Tigre à laquelle le Gouvernement de Sa Majesté la Reine s'intéressait d'autant plus que cette Compagnie était chargée du transport de la correspondance entre le Gouvernement des Indes et le Consulat Britannique à Bagdad; qu'enfin le consentement du Gouvernement de la Reine à la suppression de cette navigation provoquerait les plaintes du commerce Anglais et rencontrerait une forte opposition au Parlement.

J'ai répondu à Sir Julian Pauncefote et à Lord Edmond Fitzmaurice que, quant au transport de la correspondance du Gouvernement des Indes avec le Consulat Britannique à Bagdad, on pourrait s'entendre sur un arrangement d'après lequel ce transport se ferait régulièrement et d'une manière sûre par un steamer Ottoman sur lequel prendraient passage les messagers du Gouvernement des Indes; mais que, en ce qui concernait la permission à accorder aux deux steamers de la Compagnie Lynch de continuer à naviguer sur le Tigre, il résultait de mes instructions que la Sublime Porte se trouvait dans l'impossibilité d'y consentir.

Je leur ai fait observer qu'un usage qui n'était basé sur aucun acte ou document émanant du Gouvernement Impérial, constituait, quelle qu'en eût été la durée, une simple tolérance qui ne saurait porter atteinte aux droits imprescriptibles de la Sublime Porte; que cet usage, pendant le temps de sa durée, n'avait cessé de donner lieu à des conflits désagréables entre les autorités Impériales et la Compagnie; que, si le Gouvernement Impérial, en considération de ses sentiments d'amitié pour la Grande-Bretagne, n'avait pas voulu remuer, sans une entente préalable avec le Gouvernement de Sa Majesté la Reine, à l'adoption de mesures propres à faire cesser cet usage, il n'était pas juste que la Compagnie fît de cette tolérance amicable un argument pour réclamer le maintien d'un état de choses illégal, créé par elle-même; que, quant aux dépenses d'entretien de la Compagnie, elles avaient été plus que largement compensées par les profits considérables qu'elle avait retirés pendant de longues années de cette entreprise; que cette question de navigation sur le Tigre ne touchait pas les intérêts de commerce et de navigation de l'Angleterre en général pour que le Parlement et le public Anglais s'élevassent contre le respect dû à un droit incontestable de la Sublime Porte, mais exclusivement une Compagnie particulière dont les intérêts ne concernaient qu'elle-même; que, si le Gouvernement Britannique témoignait tant de sollicitude pour une Compagnie particulière, à plus forte raison était-il du devoir de la Sublime Porte de sauvegarder les droits et les intérêts de ses sujets et de leur assurer les avantages de la navigation intérieure, à l'exemple des autres États civilisés; qu'enfin d'autres raisons politiques et économiques imposaient à la Sublime Porte la nécessité d'insister spécialement pour que la navigation sur le Tigre fût réservée aux barques et aux bâtiments Ottomans, comme par le passé; et j'ai conclu que, bien que la permission accordée par Firman Impérial aux deux steamers Lynch de naviguer sur l'Euphrate eût été subordonné à la condition explicite que cette navigation serait mutuellement avantageuse et ne présenterait pas d'inconvénients, et bien que ces inconvénients se fussent produits très souvent depuis l'émanation du premier Firman, la Sublime Porte, animée du désir d'être agréable au Gouvernement de Sa Majesté la Reine, consentait à maintenir cette permission et à offrir ainsi à la Compagnie le moyen de profiter des avantages résultant de la navigation de ses deux steamers sur l'Euphrate.

Ce qui précède est l'exposé des explications et des raisons que j'ai fait valoir dans les deux entrevues que j'ai eues au Foreign Office avec Sir Julian Pauncefote et Lord Edmond Fitzmaurice sur la question de la navigation sur le Tigre.

Dans sa note du 13 de ce mois, à laquelle j'ai l'honneur de répondre, votre Excellence fait observer que je suis en erreur en confondant les steamers de la

Compagnie Lynch avec les steamers commandés en 1834 et en 1841 par le Capitaine Lynch. Mais il me semble qu'une telle erreur ne changerait en rien le fond de la question. En effet, le Gouvernement Impérial n'a pas, que je sache, reconnu officiellement l'existence de la Compagnie Lynch; et, s'en tenant aux dispositions des Firmans de 1831 et de 1841, il entend maintenir la permission de naviguer sur l'Euphrate, primitivement accordée aux deux steamers Anglais, commandés dans un but mercantile par le Capitaine Lynch. Si, dans mes entretiens avec Sir Julian Pauncefote et Lord Edmond Fitzmaurice, j'ai parlé de la Compagnie Lynch, c'est parce que les steamers de cette Compagnie se sont substitués à ceux commandés par le Capitaine Lynch; parce que cette Compagnie s'est formée sous le nom de Messrs. Lynch et Cie.; parce que la discussion de la question qui nous occupe a été occasionnée par les mesures adoptées dernièrement à Bagdad à l'égard des steamers de ladite Compagnie, et, afin, parce que, en citant le nom de la Compagnie Lynch, j'ai de fait évité de contester à celle-ci la jouissance des avantages résultant de la permission accordée aux deux steamers commandés par le Capitaine de ce nom.

J'ai, &c.

(Signé) MUSURUS.

Inclosure 1 in No. 165.

Supreme Rescript.

(Translation.)

A command to my Vizier, Ali Riza Pasha, actual Governor-General of Bagdad and Basra, whose glory endure!

LORD PONSONBY, Ambassador Extraordinary and Plenipotentiary of the Government of England, resident in my capital, may his latter days end in felicity ("I stam"), having, by the presentation of an official note, requested that my supreme sanction be accorded to the stationing by the said Government of two steamers on the Euphrates in (the Government of) Bagdad, together with their alternate plying, for the purpose of facilitating commerce, and an answer to the letter of inquiry written to thee, the said Governor-General, on the subject not having as yet been received, whereas a further communication has been made by the said Embassy, stating that the said Government was in a state of expectation as to the matter, therefore my command is, and the present, my august Rescript has been issued and dispatched in notification of the fact that, providing, as is stated, mutual advantages arise and result, while no inconvenience is thereby caused, my august Imperial permission is accorded for the alternate stationing, in a permanent manner, of two steam-vessels on the said river; and an official note to this request has been handed to the Embassy of the said Government. Two other august Rescripts have also been issued, addressed to the requisite parties on the right and left banks of the said river, to be kept in the said steamers, and exhibited when necessary; and it is my command that action and conduct be followed accordingly. Wherefore, when this matter becomes known to thy sagacity, thou shalt act and conduct thyself in conformity therewith, exerting thy utmost to fulfil the requirements of a statesman-like experience and prudence. . . .

Last decade of Shaban, 1250 (17th (27th) December, 1834).

Inclosure 2 in No. 165.

Supreme Rescript.

(Translation.)

A command to my Vizier, Ali Riza Pasha, actual Governor-General of Bagdad, Basra, and Shehr-i-Zur, whose glory endure!

THE question of a grant of permission on the part of my august Government for the stationing of two steam-vessels on the River Euphrates in (the Government of) Bagdad by the Government of England, and their alternate plying for the purpose of facilitating commerce, having been formerly mooted and requested by the Embassy of the said Government resident in my capital; and my will and pleasure for the granting of such permission having been signified for such stationing of the said two steamers

on the said river and their alternate plying, provided that, as was stated, mutua advantages should result, and no inconvenience be caused thereby, august Rescripts were issued, addressed separately to thee, the said Governor-General, and again separately, addressed to the requisite parties on the right and left banks of the said river; and furthermore, as the commander of the said steamers, the Englishman named Captain Lanj (Lynch), having lately come to my capital, has now returned to that region (of Bagdad or the Euphrates), it has been requested, in an official note by the Embassy of the said Government, that an august Rescript be again issued for the necessary assistance and requisite personal consideration to the aforesaid (commander) in the due performance of his service. It has been ascertained by reference to the records that august Rescripts were so issued from my Imperial Chancery, and therefore my exalted will and pleasure was attached thereto, for the execution in accordance therewith. In consequence, my Imperial Majestic Sovereign command in the matter has issued and emanated in honour, according to the benign tenour of which the present august Rescript has now again been issued and accorded. Wherefore, when the matter shall become known to thy sagacity, thou shalt take due care and exert judgment for the plying of the said steamers as heretofore, and for the execution of the necessary assistance and requisite personal consideration to the aforesaid Commander in the due performance of his service. . . .

First decade of Rejeb, 1257 (8th-17th September, 1841).

No. 166.

Note by Mr. Redhouse on the Inclosures in Musurus Pasha's Note of December 28, 1883.

IN returning to the Commercial Department of the Foreign Office, in pursuance of instructions from Lord Edmond Fitzmaurice, the inclosed copies of two Rescripts of a former Ottoman Sovereign, addressed to a former Governor-General of Bagdad, together with translations of the same, and also a printed paper sent to him for comparison with them, Mr. Redhouse, at the suggestion of his Lordship, begs to remark that the two Rescripts are not copies of the originals of any of the documents contained in the printed paper. Of those documents, No. 1 would appear from its date and tenour to be a translation of the separate Rescripts stated in the Rescript of 1834 to have been addressed separately to the local authorities on both banks of the Euphrates, but to be kept on board the steamers and exhibited as occasion required.

Mr. Redhouse ventures to suggest, on comparison, that the date 1842, given in the first line of p. 2 of the printed paper, is a mistake. The Muslim year 1257, appended to that document, commenced on the 22nd February, 1841 (N. S.), as may be ascertained from an "Almanac de Gotha" of that year; and Rejeb is the seventh Muslim lunar month of their years.

By comparing these two Rescripts with the documents contained in the printed paper, it would almost seem that the Foreign Office is not yet in possession of all the documents and facts relating to the Euphrates steam-boat controversy. The Rescripts state that the Embassy application was for permission to *the English Government* to station two steamers on the river. The late Captain H. B. Lynch was an officer of the Indian navy stationed at Bagdad for some years in attendance with his vessel on the Resident and Consul-General. He and his brother, T. K. Lynch, formed part of Colonel Chesney's exploring steam expedition up the Euphrates, probably "for the furtherance of commerce." This explains his ships being at Belis, high up the Euphrates in latitude 36°, near Aleppo; as also his visit to Constantinople in 1841.

But the station steamers of the Indian navy were surely not used for commercial purposes, though they acted as carriers of the India and Bagdad mails to and from the sea-going steamers. Firmans for the protection of Government steamers, and for the "personal consideration" of their officers on the one hand, and Firmans to authorize private commercial steamers on the other, appear to be somewhat different; and further papers, if existing, may well be asked for. Mr. T. K. Lynch would probably be able to solve this question satisfactorily, as his commercial house still carries on business at Bagdad, though he and his brother Stephen now reside in London. Captain Lynch has been dead some years.

The objection marked in ink on the margin of p. 3 of the printed paper is valid, in consequence of the improper use of the word "at" in the paragraph. The Turkish expression, if the same with the analogous term used in the Rescripts now translated, evidently means "the River Euphrates in *the Province of* Bagdad."

16, *Kilburn Priory, London, January* 5, 1884.

No. 167.

Sir J. Pauncefote to the Law Officers of the Crown and Dr. Deane.

Gentlemen, *Foreign Office, February* 19, 1884.

I HAVE the honour to transmit to you, by direction of the Secretary of State, the papers noted in the accompanying list,* and relating to a grave difficulty which has arisen between Her Majesty's Government and the Sublime Porte touching the right lately claimed by the Turkish Government to stop the traffic of the "Tigris and Euphrates Steam Navigation Company."

The vessels of that Company have plied for upwards of twenty years on those rivers, carrying the Indian mails and interchanging traffic with the steamers of the British India Company, whereby Bagdad has been brought into direct communication with all parts of India and Europe.

The origin of the establishment of the Company is as follows:

From the records in this Office it appears that since 1834 the Euphrates was navigated for many years by two steamers, belonging to the East India Company, and afterwards to the Government of India, under a Firman of the Porte of the 29th December, 1834, and a Vizirial letter of the 13th September, 1842† (copies, Appendix, Nos. 1 and 2).

It is stated by the Porte that this privilege was accorded by two Firmans, the first granted in 1834, and the other in 1841‡ (copies, Appendix, Nos. 3 and 4).

These two steamers were used for the purposes of Colonel Chesney's exploring expedition, which broke up in 1837, and afterwards for commercial purposes, under the command of Captain H. B. Lynch, but always as Government steamers (E, p. 1).

From a much earlier date a trade has been carried on in the Tigris by British subjects in native vessels carrying the British flag, and paying no dues (K).

In 1845 disputes arose as to the payment of dues by those vessels, and Nejib Pasha, then Vali of Bagdad, questioned the right of British subjects to navigate the rivers at all under the British flag.

The matter was reported by Major Rawlinson, Her Majesty's Consul at Bagdad, to Sir Stratford Canning, Her Majesty's Ambassador at Constantinople, who thought it expedient that occasion should be taken of this incident to regulate the whole question of the navigation of those rivers by means of a direct understanding with the Porte.

He accordingly entered into negotiations with the Grand Vizier, the result of which was reported in his despatches No. 45 of the 18th March and No. 53 of the 4th April, 1846 (Appendix, No. 5).

In those despatches Sir Stratford Canning states that an "Agreement" had been arrived at as to the right of British vessels to navigate those rivers, and as to the

* *List of Papers.*

(A.) Correspondence.
(B.) Memorandum by Mr. Kennedy.
(C.) Memorandum by Sir E. Hertslet.
(D.) Ditto.
(E.) Memorandum by Mr. Plowden.
(F.) Law Officers' Report, 1881.
(G.) Correspondence, 1873-74.
(H.) Memorandum of Interviews.
(I.) Note of Musurus Pasha.
(J.) Memorandum by Sir E. Hertslet, with Map.
(K.) Memorandum by Sir L. Pelly.

Appendix.

No.
1. Firman, 1834.
2. Vizirial letter, 1842.
3. Firman, 1834.
4. Firman, 1841.
5. Despatches of Sir Stratford Canning.
6. Vizirial letter, 1846.
7. Vizirial letter, 1861.
8. Note by Mr. Redhouse, Oriental Translator.

† According to Mr. Redhouse, this date should be 1841. (See Appendix, No. 8.)
‡ This Firman was unknown to Her Majesty's Government until the receipt of the Turkish Ambassador's note. (See I.)

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amount of dues payable by British subjects carrying on the "internal trade" on the rivers; and he records the Agreement in the following terms:—

"The substance of the Agreement is this: British vessels, qualified to navigate as such, will be allowed to pass up and down the rivers without obstruction under their own flag, paying for the merchandize on board according to the Treaty of Balta Liman, and staying to carry on the internal traffic at their pleasure. British-owned boats or vessels built in the country and employed in the internal trade will pay duty on the same terms, but will not be allowed to bear the national colours. Those vessels which pass up the rivers beyond the port of entry will pay an anchorage duty of 5 Turkish piastres on each vessel, a charge considerably less than half the amount levied under that denomination on British vessels here."

He transmits copies of his correspondence with Major Rawlinson, in which he distinctly explains that while native boats owned by British subjects must no longer carry the British flag, a practice which was illegal by British law, British vessels entitled to carry the British flag will be allowed to navigate the rivers under their national colours, whether engaged in the internal trade only or in the foreign trade, subject to the payment of the dues applicable to such trades respectively, and that no distinction would be made between sailing-vessels and steamers. Sir Stratford in his despatch to Major Rawlinson of the 4th April, 1846, transmitted to him a copy of a letter from the Grand Vizier to Nejib Pasha, the Vali of Bagdad, informing him of the Agreement, and instructing him to carry it out. I am to invite your particular attention to the terms of that letter (which you will find in Appendix, No. 6), because it is contended by the Porte that it applies solely to native boats belonging to British subjects and carrying on the internal trade on the rivers under the British flag, and has no reference to sea-going British vessels.

Previously to 1862 no British steamers appear to have navigated the rivers except the Government steamers authorized on the Euphrates by the Firmans of 1834 and the Vizirial letter of 1842 (Appendix, Nos. 1 and 2); and nothing appears to have occurred in relation to the Agreement of 1846 until 1859, when Messrs. Lynch and Co., being desirous of establishing a line of steamers on the Tigris and Euphrates, applied to Sir H. Bulwer, then Her Majesty's Ambassador at Constantinople, for information as to their right to do so.

Sir H. Bulwer, who had apparently overlooked Sir Stratford Canning's Agreement of 1846, expressed the opinion that Messrs. Lynch and Co. could not, without further authority from the Porte, claim the right to put steamers on the river under the British flag. But the Turkish Minister for Foreign Affairs having intimated that the Porte would not be averse to grant to Messrs. Lynch and Co. a Firman for that purpose, the latter submitted to Sir H. Bulwer an application for that privilege.

In the meanwhile, Messrs. Lynch and Co. of London addressed a letter to the Foreign Office dated the 9th February, 1860, stating that they had an order from their house abroad to purchase a steamer to trade between Mohammerah, Bussorah, and Bagdad, and inquiring whether an English Company had a right to navigate those foreign waters.

The reply to that inquiry was as follows:—

"*Foreign Office, February* 17, 1860.

"Gentlemen,

"I am directed by Lord John Russell to acknowledge the receipt of your letter of the 9th February, inquiring whether an English Company has a right to navigate the waters between Mohammerah, Bussorah, and Bagdad, and I am to acquaint you, in reply, that in the year 1846 it was agreed with the Porte that British vessels, qualified to navigate as such, should be allowed to pass up and down the River Tigris and Euphrates under their own flag, paying for the merchandize on board according to the Treaty of Balta Liman, and staying to carry on the internal traffic at their pleasure, that British-owned boats or vessels built in the country and employed in the internal trade should pay duty on the same terms, but should not be allowed to carry the national colours, and that an anchorage duty of 5 Turkish piastres should be paid on each vessel which passed up those rivers beyond the port of entry.

"Lord John Russell has no further information as to how the case stands with regard to the Persian port of Mohammerah.

"I am, &c.

(Signed) "E. HAMMOND.

"To Messrs. Stephen Lynch and Co.,
"London."

On the other hand, Sir H. Bulwer, at Constantinople, who still remained under the impression that special authority was necessary to enable Messrs. Lynch and Co. to put their steamer on the river, applied to the Porte for such authority, and obtained in January 1861 a Vizirial letter to be addressed to the Vali of Bagdad. A copy of that letter will be found in Appendix, No. 7.

The letter commences by stating that the British Embassy had applied for "a renewal of the Orders concerning the British steamers and boats authorized to ply on the Rivers Tigris and Euphrates." It then recites the two Firmans, also the Arrangement of 1846, and the instructions sent to the Vali in pursuance thereof, and directs him to act according to the above Rules.

It is important to bear in mind that this Vizirial letter was the first official document issued on the subject of the navigation of the Euphrates and Tigris since the Agreement of 1846, and that it was issued for the express purpose of the establishment of the Company on those rivers.

Owing to resistance on the part of the Vali, a further Order, similar in effect, was sent to him in 1862, when Messrs. Lynch and Co. put their first steamer on the river. Their second steamer was put on in 1864. The Porte, however, from that date to the present time, have insisted that the right of those steamers to navigate the rivers is derived solely from the Firman of 1834, and they deny that any such right was conferred by the Vizirial letters of 1846 and 1861.

Notwithstanding the Foreign Office letter of the 17th February, 1860, above cited, Messrs. Lynch and Co. appear to have acquiesced in that view, and certainly the action of Her Majesty's Embassy at Constantinople has been quite inconsistent with the right of general navigation claimed under Sir Stratford Canning's Agreement of 1846.

It seems a matter of surprise that Messrs. Lynch and Co. should not have brought the Foreign Office letter of the 17th February, 1860, to the notice of Her Majesty's Ambassador; but it has been suggested (B, p. 3) that they were possibly not averse to the limitation of two steamers imposed by the Firman of 1834, as securing to them a virtual monopoly.

Indeed, as lately as the 25th February, 1875, they addressed a letter to the Foreign Office, in which they stated that the Company was formed on the faith of a Firman under which it was authorized to employ two steam-vessels on the Euphrates and Tigris, and that all they then asked was to withdraw one of those steamers which was old, and to substitute for it a new and efficient one.

The attention of the British Embassy was first drawn to the Agreement of 1846 in despatch No. 158 of the 30th September, 1874, to Sir H. Elliot. But his Excellency in his reply (No. 247 of the 20th October, 1874) deprecated agitating the question, and observed that if Her Majesty's Government relied on general international principles as giving a general right of navigation, "the claim would be weakened by a reference to the special permissions in virtue of which the steamers had hitherto plied" (G).

The attention of the British Embassy was again drawn to the Agreement of 1846 in a Foreign Office despatch No. 44, Commercial, May 16, 1881, on the occasion of a dispute as to the right of the Company's steamers to tow barges; but no action seems to have been taken on that despatch, and it will be seen that as recently as June 1883 (A, p. 14) the Embassy, in supporting the claims of the Company, have invoked the Firman, and not the Agreement of 1846.

Since the establishment of the Company constant disputes have arisen with the local authorities as to the substitution of new steamers for old ones, the right of towing barges, and other matters; but the right of the two steamers of the Company to ply on the rivers was never contested until now.

In his despatch No. 193 of the 11th July, 1883 (A, p. 35) Mr. Wyndham, Her Majesty's Chargé d'Affaires at Constantinople, observes that after the Correspondence of 1873 and 1874 (G) it will be difficult to induce the Ottoman Government to allow Messrs. Lynch and Co. to run a greater number of vessels than they have done hitherto, taking also into consideration that all the endeavours of Her Majesty's Embassy to obtain permission for them to tow barges have hitherto been in vain.

On this part of the case I am to refer you to Sir E. Hertslet's two Memoranda (C) and (D), and to the Report of the Law Officers of the Crown in 1881 (F).

The navigation of the Tigris and Euphrates by the two steamers of the Company has thus continued uninterruptedly for upwards of twenty-two years, during which period a great amount of capital has been expended in depôts and establishments, and

great benefits have been thereby conferred on the commerce of the country. (Memorandum by Sir L. Pelly, K, paragraphs 8-10.)

In July last intelligence was received of the forcible stoppage of the traffic of the Company by the local authorities, whose arbitrary and discourteous action in this matter will be found described at pp. 26 and following of the Correspondence (A).

The injurious effect of the stoppage of the Company's steamers, to British trade generally, is shown in the letters of Mr. Lynch (pp. 72, 94 and 119), of the British India Steam Navigation Company (p. 18), of Messrs. Gray, Dawes, and Co. (pp. 27, 71, and 108), of Messrs. Glover Brothers (p. 29), of Messrs. Steel, Young, and Co. (p. 29), of the London Chamber of Commerce (p. 95), and of Mr. Cooke (p. 62), who states that the tonnage visiting the port of Bussorah, which, in 1871, was only 7,110 tons, increased, in 1882, to no less than 74,760 tons. The immediate object which the Turkish Government had in view in stopping the traffic of the Company is the desire to secure the exclusive profits of the navigation for an Ottoman Company (A, pp. 37 and 120—Nos. 79 and 161). But there is reason to believe that political objects are also connected with their recent action (A, p. 102, p. 64; E, p. 5; and H, p. 4).

Earl Granville immediately on receipt of the intelligence that the traffic of the Company had been stopped by the Turkish authorities addressed a note to the Turkish Ambassador, dated the 5th July, protesting against this proceeding, and expressing the hope that the *status quo* would be re-established pending the friendly discussion of the question between the two Governments (A, p. 21).

In a further note, dated the 11th July, his Lordship reserved all rights against the Porte for the consequences of their action (A, p. 26).

These remonstrances led to an arrangement which is recorded in Lord Granville's despatch to Mr. Wyndham No. 131 of the 4th August, 1883 (A, p. 79), under which the Company was allowed to resume its traffic, without prejudice, and pending the friendly discussion of the question between the two Governments.

In pursuance of that arrangement several interviews have taken place between the Turkish Ambassador and the Under-Secretaries of State at the Foreign Office, for the purpose of discussing the question and of arriving, if possible, at some amicable solution of the difficulty (H).

Those interviews, however, having led to no practical result, the Ambassador was invited to address a note to Lord Granville, setting out precisely the grounds on which the Porte defended their action in stopping the traffic of the Company.

His Excellency accordingly addressed a note to Lord Granville on the 28th ultimo, to which I am now to invite your attention.

Arguments of the Porte.

In that note the Ambassador maintains that the sole right of navigation possessed by the Company is derived from the Firman of 1834 and a Firman of 1841, of both of which he transmits copies (Appendix, Nos. 3 and 4).

He denies that a general right to navigate the rivers was ever granted to British vessels, and he proceeds to give his interpretation of the Vizirial letters of 1846 and 1861.

He argues that if those documents were intended to concede a general right of navigation, the reference to the Firmans of 1834 and 1841 in the Vizirial letter of 1861 would have been superfluous; that it is impossible to hold that such a right could be accorded by simple Vizirial letters; that it must necessarily have formed the subject of a Treaty, the benefit of which, moreover, would be claimed at once by all the other Powers entitled to most-favoured-nation treatment. That the Vizirial letters had no reference to British vessels entitled to carry the British flag, but only to British-owned native craft which improperly carried the British flag and thus escaped the payment of dues. That the object of the Vizirial letters was only to record the decision of the Porte, that British-owned native craft might continue to navigate the rivers on payment of the same dues as the vessels belonging to Ottoman subjects, and that accordingly they had continued to do so to this day, subject to such payment and without carrying the British flag. That the Report of the "Hôtel des Monnaies" referred to in the Vizirial letter of 1846 was only intended to lay down that native craft owned by foreigners engaged in the internal trade must pay the same dues as vessels owned by Ottoman subjects, and engaged in the same internal trade, and not to decide the question whether British vessels had the right to navigate the rivers, such a question not being within the competence of that Department. That owing to the vague terms of the Vizirial letters there had been confusion on the part of Her Majesty's Government between British vessels entitled to carry the British flag and British-owned native vessels, which caused them to place on those letters an interpretation as erroneous as it was inadmissible. That the Company therefore, in its own interest, would do well to abandon untenable pretensions, and to restrict itself to the privilege conferred by the Firmans, which was limited to the navigation of the Euphrates only, by two British steamers.

As regards the argument that the Company's line of steamers has been established for more than twenty years on the Tigris, without objection on the part of the Porte, that a large capital has been expended on its establishment, that it is under contract with the British Government for the carriage of the Indian mail, and that the stoppage of its traffic would give rise to grave complaints on the part of the mercantile interest and in Parliament, his Excellency observes that the transport of the Indian mails could be effected by a Turkish steamer; that the friendly tolerance of the Porte could not affect its imprescriptible rights; that the expenditure of the Company has been amply repaid by its profits; that its establishment on the Tigris has never ceased to give rise to disputes; that the question is not one affecting the interests of British commerce in general, but of a private Company, and that if the British Parliament and public evinced so much solicitude for a private Company, how much more was the Porte bound to safeguard the rights of its subjects in general, and to secure to them the advantages of inland navigation, following therein the example of other civilized States; that, for political and economic reasons, the Porte must insist that the navigation of the Tigris shall be reserved for Ottoman vessels; finally, that although the privilege accorded by Imperial Firman to two British steamers to navigate the Euphrates had been granted for so long only as it should be mutually advantageous, and present no inconvenience, yet the Porte, animated by the desire to be agreeable to Her Majesty's Government, would not object to the continuance of the two steamers of the Company on the Euphrates.

His Excellency concludes by remarking that it had been pointed out that he had confounded the steamers of the Company for the British Government steamers formerly commanded by Captain Lynch; but that such an error did not affect the merits of the question, as the Porte had no official knowledge of the Company, and the two steamers of the Company had in fact been substituted for the Government steamers in the enjoyment of the privilege granted by the Firman; and, indeed, that his Excellency had referred to the Company as the Lynch Company, in order not to contest its right to the privilege in question.

The above is a summary of the arguments adduced by the Turkish Ambassador on behalf of the Porte to justify its action in stopping the traffic of the Company.

Those arguments give rise to the following questions:—

1. Whether there was in fact such an Agreement in 1846 as is recorded in Sir Stratford Canning's despatch No. 45 of the 18th March of that year.

2. If so, whether Her Majesty's Government are precluded by the course of action followed since that date, as well as by the insufficiency of evidence and the conflict of interpretation, from now claiming the benefit of that Agreement.

3. Whether (assuming that Agreement to be abandoned) the Vizirial letter of January 1861 (Appendix, No. 7), which was issued at the request of the British Ambassador to enable Messrs. Lynch and Co. to establish their steamers on the Euphrates and Tigris, and the fact of the enjoyment by the Company of that privilege for twenty-two years without protest, are evidence of an Agreement by the Porte to the establishment of the two steamers of the Company on those rivers; and, if so, whether, having regard to the capital invested on the faith of that Agreement, to the British commercial interests which it has developed, to the private rights which it has created, and to all the surrounding circumstances, Her Majesty's Government are entitled to insist on the maintenance of the *status quo* of the Company.

As regards the first question, the account given by Sir Stratford Canning of the Agreement of 1846 is perfectly clear and unambiguous; but, unfortunately, there is no evidence of the Agreement beyond his despatch No. 45 of the 18th March, 1846, and the two Vizirial letters of 1846 and 1861, the interpretation of which is in dispute. Moreover, no British vessels have navigated the rivers in pursuance of that Agreement since it was made.

There seems, therefore, insuperable difficulty in establishing the Agreement as against the Porte.

As regards the second question, it was answered adversely to the claim of Her Majesty's Government by the Law Officers in 1881 (F).

The third question, therefore, is the one to which Lord Granville desires more particularly to invite your attention.

It is conceived that in answering the note of the Turkish Ambassador it is not

necessary to abandon the claim of Her Majesty's Government under the Agreemen of 1846, and the following considerations are submitted as suggesting materials for a reply:—

Arguments in reply.

1. The Firmans of which copies are transmitted by the Turkish Ambassador have no reference to the steamers of the Tigris and Euphrates Steam Navigation Company, but only to the two British Government steamers, which were authorized by those Firmans to ply on the Euphrates, and which had ceased to navigate that river long before the Company was established.

2. The Company was created in 1862, for the purpose of establishing a line of steamers between Mohammerah, Bussorah, and Bagdad, and in order to prevent any opposition on the part of the local authorities, the British Ambassador applied to the Porte for a renewal of the orders given to the Vali of Bagdad in a Vizirial letter dated the 2nd April, 1846.

3. That letter had been addressed to the Vali in 1846 in execution of an Agreement arrived at between Sir Stratford Canning and the Porte, by way of settlement of a dispute concerning the navigation of the rivers by British vessels and the payment of dues in the internal trade.

Sir Stratford Canning, in his despatches of that date (of which copies are transmitted), reports that the dispute had been settled as follows: That whereas British-owned native boats had for forty years carried on the internal trade on the rivers under the British flag and without payment of dues, they should in future pay the same dues as the native-owned boats engaged in the same trade. On the other hand, that British vessels entitled to carry the British flag would be entitled to navigate the rivers under their national colours, either for the purposes of the foreign trade or of the internal trade, subject to the payment of the local dues or Treaty customs duties applicable to such trades respectively, and as regards British vessels passing up the rivers beyond the customary port of entry (Bussorah), subject to the payment of an anchorage due of 5 piastres only.

4. In accordance with the request of the British Ambassador in 1861, and in view of the establishment of the steamers of the Company on the rivers, the Grand Vizier addressed a letter to the Vali of Bagdad, dated the 15th January, 1861, renewing the orders given in the Vizirial letter of 1846.

The same orders were renewed again in 1862, when the Company put their first steamer on the Tigris, and opened their line between Bagdad and Bussorah, and that line has been in active operation ever since.

The interpretation which the Turkish Ambassador asks Her Majesty's Government to place on the two Vizirial letters of 1846 and 1861 appears inconsistent with the express terms of those documents.

The Grand Vizier, in the letter of the 2nd April, 1846, after distinctly stating that the British Ambassador had claimed the right of British vessels to trade in both the rivers on payment of the dues "*established by Treaty*," cites the Report of the "Hôtel des Monnaies," to which the British Embassy had given its adhesion, and which had been submitted to and approved by the Sultan.

That Report declares what are the proper dues payable by vessels engaged in the internal trade, "*under whatever flag they may sail*," and those payable by British vessels entering the rivers, or issuing therefrom, for the purposes of the external trade, and it prescribes the amount of anchorage toll for the latter. The Grand Vizier then proceeds to declare that His Imperial Majesty had approved the Report, and had ordered that it should be put into execution; and he accordingly directs the Vali to levy on British-owned vessels engaged in the internal traffic the same dues as on native vessels, and to levy on the cargoes of British vessels "qui viennent du dehors et qui vont à l'étranger," the established customs duties, and an anchorage toll of 5 piastres.

The Vizirial letter of the 15th January, 1861, is still more explicit on the point.

The Grand Vizier commences by stating that the British Ambassador had requested "a renewal of the orders which were sent *concerning the British steamers and boats authorized by His Majesty to ply on the Rivers Tigris and Euphrates*;" and after referring to the privileges formerly granted by Imperial Firmans in 1834 and 1841, he proceeds to set out the Vizirial instructions issued in 1846 at the request of the British Embassy. He cites the distinction therein laid down between the internal trade and the trade carried on "by British vessels, whether coming loaded from abroad and entering one of those two rivers with their cargoes, or issuing therefrom to the sea laden with Ottoman produce, and bound for foreign countries," which (he states) are liable only to the Treaty Tariff and to the mooring toll

"on entering or leaving the Tigris or Euphrates, like all other foreign ships coming to other ports of the Ottoman Empire;" and he renews the order that those rules should be carried out.

5. The above passages would be inexplicable were the Porte's interpretation of the Vizirial letters to be accepted. On the other hand, they are entirely consistent with the Agreement of 1846, above mentioned, and recorded in Sir Stratford Canning's despatches of that year.

6. With respect to the argument of the Turkish Ambassador that such an Agreement could not be concluded otherwise than by a Treaty, it is to be observed that if such an Agreement was made it is not the less valid as an International Agreement because the Porte did not think fit to give effect to it by an Imperial Firman, or to insist on making it the subject of a formal Treaty.

7. But even if it be conceded that the Contracting Parties were not *ad idem* in respect of the Agreement, and that there was no intention on the part of the Porte to grant to British shipping in general the right of navigating the rivers, it is contended that the Vizirial letter of 1861 having been issued for the very purpose of enabling the Company to put their two steamers on the Tigris and Euphrates, was intended to confer, and did confer, that privilege on them.

The Company have enjoyed that privilege ever since, with the knowledge and acquiescence of the Porte.

It is true that, as stated by the Turkish Ambassador, disputes have arisen as to the substitution of new steamers for old ones, the towing of barges, and other matters; but the right of navigation of the two steamers of the Company has never before been contested, which shows that the attitude of the Porte during the last twenty-two years has not been one of "friendly tolerance," as suggested by his Excellency, but one of acquiescence in a claim of right. On the faith of that acquiescence the Company have invested a large capital in depôts at convenient points on both rivers, and in establishments for working the mail, passenger, and cargo services, and they have developed a large trade, to the great benefit of the country.

8. Her Majesty's Government are not called upon, therefore, to invoke, in the present case, the general right of navigation claimed by them on the Rivers Tigris and Euphrates.

Whatever may be the true construction of the Agreement of 1846 as to the general right of navigation, Her Majesty's Government consider that the attitude of the Porte during the last twenty-two years debars them from now disputing the validity of the rights claimed and exercised by the Company under the Vizirial letter of 1861, and that they are entitled to insist on the *status quo* of the Company being maintained.

It is in that sense that during the discussion of the case with the Turkish Ambassador it was pointed out to his Excellency that if Her Majesty's Government were to waive their claim to the right of general navigation, the rights hitherto enjoyed by the Company on the rivers must be respected and maintained.

9. The abrupt and arbitrary action of the Porte in forcibly stopping the traffic of the Company without notice, and for no other cause than the desire to secure their business and profits for an Ottoman Company, is marked by a singular lack of friendliness and courtesy towards Her Majesty's Government, and presents an incident unparalleled in the history of the commercial relations of this country in any part of the world.

10. It is hardly necessary to add that whatever solicitude may be evinced by Parliament and by the public in the case, it will not have for its object the pecuniary advantages of a private Company, but the maintenance of the just rights of a British Company, legitimately acquired by Agreement between the British Government and the Porte, and confirmed by long usage and acquiescence.

I am to request that you will take this letter into consideration, together with the papers transmitted herewith, and that you will favour Lord Granville with your opinion as to whether the note of the Turkish Ambassador may properly be answered in the sense of the observations above submitted thereon; and, if not, that you will advise his Lordship as to the rights of Her Majesty's Government in the matter, and as to the substance of the reply which should be returned to the Turkish note.

I have, &c.
(Signed) JULIAN PAUNCEFOTE.

No. 168.

Mr. Lynch to Earl Granville.—(*Received March 6.*)

The Euphrates and Tigris Steam Navigation Company (Limited),
3, Salter's Hall Court, Cannon Street, London, March 5, 1884.

My Lord,

REFERRING to my letters of the 17th August and 15th October, 1883, setting forth certain claims of this Company upon the Turkish Government for the losses and injuries sustained, and your Lordship's reply, dated the 22nd October, I have now the honour respectfully to inquire if Her Majesty's Government has yet received any admission of these claims, and when we may be permitted to make use of our third steamer and barges, which are still lying idle at Bussorah pending settlement of the question.

Your Lordship will permit me to point out that whilst compensation to the families of those who were killed, and to passengers and shippers who suffered by the action of the Turkish authorities still remains unpaid, nearly all of whom are British subjects, there is also the fact that the claim of this Company is increasing, so long as our property is lying unemployed, and consequently the delay aggravates the difficulty of settlement.

My colleagues and I, however, are most anxious to minimize the difficulties in the way of Her Majesty's Government in coming to a settlement, and therefore, so far as the direct claims of this Company are concerned, I beg to intimate that, in consideration of the withdrawal of the restrictions upon our business, we shall be willing to accept any reasonable compromise of our own losses which Her Majesty's Government may think fit to effect. I solicit, however, that the matter may be pressed to a settlement as early as possible.

I have, &c.
(Signed) T. R. LYNCH, *Chairman.*

No. 169.

Lord E. Fitzmaurice to Mr. Lynch.

Foreign Office, March 10, 1884.

Sir,

I AM directed by Earl Granville to acknowledge the receipt of your letter of the 5th instant, and, in reply, I am to state that the question of the right of the Company's steamers to navigate the Rivers Tigris and Euphrates is still under discussion between Her Majesty's Government and that of Turkey, and that his Lordship is therefore unable at present to reply to your inquiries respecting the claims for indemnity which have been preferred.

I am, &c.
(Signed) EDMOND FITZMAURICE.

No. 170.

The Earl of Dufferin to Earl Granville.—(*Received March 19.*)

(No. 53. Commercial.)

My Lord,

Constantinople, March 15, 1884.

I HAVE been informed by a telegram from Consul-General Plowden that the Local Government of Bagdad is endeavouring to start a Turkish Company for the navigation of the Tigris and Euphrates, and that the plan includes the compulsory purchase of the vessels belonging to Messrs. Lynch and Co.

From inquiries I have made at the Porte it is certain that some project of the kind is being entertained by the Turkish Ministers, but when I endeavoured to induce the Under-Secretary of State to define the Government programme so far as it regarded Messrs. Lynch's interests, he informed me that that part of the question was being discussed between your Lordship and Musurus Pasha, and the latter had received instructions on the point.

I have, &c.
(Signed) DUFFERIN.

No. 171.

Mr. Lynch to Earl Granville.—(*Received March 21.*)

The Euphrates and Tigris Steam Navigation Company (Limited),
3, Salter's Hall Court, Cannon Street, London, March 20, 1884.

My Lord,

WE beg, for your Lordship's information, to send you copy of a telegram which we have just received from Bagdad, as follows:—

"The Sublime Porte has sent instructions to the Local Government to invite the natives of Bagdad to make firm offer for all steamers with unrestricted concession, and the Euphrates and Tigris Steam Navigation Company will be prohibited. The Sublime Porte will permit us to take shares in new Company, which will buy the 'Khalifah' and the 'Mejidieh' at valuation. Our opinion is the Sublime Porte requires to be placed in funds to buy the Euphrates and Tigris Company, in order to induce our Government to consent to its abolition. It would be better to ask Foreign Office to detail, and to apprise their Ambassador at Constantinople, prevent satisfactory settlement."

To this we have replied as follows:—

"Your telegram of 19th received; disregard Constantinople instructions; continue running, promptly reporting interference."

I have, &c.
(Signed) STEPHEN LYNCH, *Managing Director.*

No. 172.

The Earl of Dufferin to Earl Granville.—(*Received March 22.*)

(No. 57. Commercial. Secret.)

My Lord,

Constantinople, March 17, 1884.

WITH reference to my despatch No. 53, Commercial, of the 15th instant, relative to the proposed new indigenous Company for the navigation of the Tigris and Euphrates, I beg leave to inclose, for your Lordship's information, copies of the telegrams which have passed on the subject between the Governor of Bagdad and the Sublime Porte.

I have, &c.
(Signed) DUFFERIN.

Inclosure 1 in No. 172.

The Governor-General of Bagdad to the Ministry of the Interior.

(Traduction en résumé.)
(Télégraphique.)

Le 15 (27) Février, 1884.

IL dit que la Compagnie de Lynch n'a fait que du mal au Gouvernement depuis son institution, et que la formation d'une Compagnie indigène ayant des bateaux battant pavillon Ottoman augmenterait le prestige du Gouvernement, et offrirait de grands avantages. Il demande, par conséquent, qu'on lui dise si le Gouvernement permet la formation d'une telle Compagnie; en pareil cas, il s'empressera d'envoyer la liste des personnes qui formeront la Compagnie de Navigation en question, ainsi que le projet du cahier des charges. Il conclut en disant que la chose étant d'une urgence extraordinaire, il a cru devoir la communiquer par télégramme, et il demande une réponse par la même voie.

Inclosure 2 in No. 172.

The Minister of the Interior to the Governor-General of Bagdad.

(Télégraphique.)

Le 19 Février (2 Mars), 1884.

IL reconnaît que l'existence de la Compagnie Lynch est préjudiciable aux intérêts du Gouvernement, mais ce dernier ne saurait revenir sur les décisions prises. Il reconnaît également l'avantage de l'institution d'une Compagnie indigène. Il a soumis

par conséquent a proposition du Gouverneur au Grand Vizir, dont voici la réponse :—

"Le Gouvernement ne refuserait pas d'accorder son consentement à la formation d'une telle Compagnie, mais à la condition :—(1) qu'elle soit composée de sujets Ottomans ; (2) que ce soient des personnes possédant des moyens et du crédit ; et (3) que la Concession qu'ils demanderaient n'empiète pas sur les privilèges de la Compagnie Lynch. Une Compagnie formée dans ces conditions aura tout l'appui du Gouvernement."

No. 173.

Sir J. Pauncefote to the Law Officers of the Crown and Dr. Deane.

Foreign Office, March 25, 1884.

Gentlemen,

I HAVE the honour to transmit to you, by direction of the Secretary of State, the papers noted in the accompanying list,* relating to the question of the navigation of the Tigris and Euphrates, which was submitted to you in my letter of the 19th ultimo.

The first portion of the inclosed papers relates to the rumoured desire, on the part of the Ottoman authorities at Bagdad to settle the matters in dispute by buying up the existing Tigris and Euphrates Navigation Company, and I am to ask whether, in your opinion, any communication should be addressed to the Porte on the question of this rumoured action of their authorities at Bagdad.

The second portion of the papers now sent relates to the claims of the Company to compensation for the losses they may have suffered through the action of the Porte ; and I am to ask for an expression of your opinion on the action, if any, which Her Majesty's Government should take in regard to these claims.

The particulars respecting the Company's claims will be found at p. 119 of the printed correspondence which was inclosed in my above-mentioned letter of the 19th ultimo.

I am to request that you will take the papers transmitted herewith into your consideration, and that you will, at your early convenience, favour Lord Granville with your opinion on the questions submitted in this letter, and in my previous letter of the 19th ultimo.

I have, &c.
(Signed) JULIAN PAUNCEFOTE.

No. 174.

Lord E. Fitzmaurice to Mr. Lynch.

Foreign Office, March 25, 1884.

Sir,

I AM directed by Earl Granville to acknowledge the receipt of your letter of the 20th instant, informing his Lordship of the action of the Ottoman Government in regard to a purchase of your Company as a means of arriving at a settlement of the question of the navigation of the Tigris and Euphrates.

I am, &c.
(Signed) EDMOND FITZMAURICE.

No. 175.

Mr. K. Murray to Earl Granville.—(Received March 26.)

The London Chamber of Commerce, 84-85, *King William Street, London, March* 25, 1884.

My Lord,

I AM instructed by my Executive Committee, whilst referring to the letter of this Chamber of the 22nd August last, to inquire whether your Lordship is in a position to state what steps are being taken by your Lordship's Department with reference to freedom of navigation on the Rivers Euphrates and Tigris.

* The Earl of Dufferin, No. 53, Commercial, March 15 ; ditto, No. 57, Commercial, March 17 ; Tigris and Euphrates Navigation Company, March 20 ; ditto, March 5 ; to ditto, March 10, 1884.

The London Chamber is informed that the difficulties which it brought under your Lordship's notice in the correspondence referred to are not yet removed.

I am, &c.
(Signed) KENRIC B. MURRAY, *Secretary.*

No. 176.

Lord E. Fitzmaurice to Mr. K. Murray.

Foreign Office, March 29, 1884.

Sir,

I AM directed by Earl Granville to state to you, for the information of the London Chamber of Commerce, in reply to your letter of the 25th instant, that the subject of the navigation of the Rivers Euphrates and Tigris is still under discussion between Her Majesty's Government and the Porte.

I am, &c.
(Signed) EDMOND FITZMAURICE.

No. 177.

The Law Officers of the Crown and Dr. Deane to Earl Granville.—(Received April 10.)

Royal Courts of Justice. April 9, 1884.

My Lord,

WE are honoured with your Lordship's commands signified in Sir Julian Pauncefote's letter of the 19th February last relating to the difficulty which had arisen between Her Majesty's Government and the Sublime Porte touching the right claimed by the Turkish Government to stop the traffic of the Tigris and Euphrates Steam Navigation Company.

We have also the honour to acknowledge the receipt of a further letter from Sir J. Pauncefote, dated the 25th ultimo, stating that he had the honour to transmit to us papers relating to the navigation of the Tigris and Euphrates with reference to those then before us.

That the first portion of the inclosed papers related to the rumoured desire on the part of the Ottoman authorities at Bagdad to settle the matter in dispute by buying up the existing Tigris and Euphrates Navigation Company, and that Sir Julian Pauncefote was to ask whether, in our opinion, any communication should be addressed to the Porte on the question of that rumoured action of their authorities at Bagdad.

That the second portion of the papers related to the claims of the Company to compensation for the losses they may have suffered through the action of the Porte ; and that Sir Julian Pauncefote was to ask for an expression of our opinion on the action, if any, which Her Majesty's Government should take in regard to these claims.

That the particulars respecting the Company's claims would be found at p. 119 of the printed correspondence which was inclosed in Sir Julian Pauncefote's letter of the 19th February.

That your Lordship desired to be favoured with our opinion on the questions submitted in Sir Julian Pauncefote's letters.

In obedience to your Lordship's commands we have the honour to report—

That we think the note of the Turkish Ambassador may properly be answered in the sense of the observations submitted thereon.

We may add that, in the light of the fuller information now before us with reference to the extent to which navigation on the Tigris existed prior to 1846 and otherwise, we think the Vizirial letter of 1846 affords more evidence in support of Lord Stratford de Redcliffe's statement of the arrangement arrived at than it appeared to us to do when we made our former Report.

The position of the British Government seems therefore to be somewhat stronger than we then thought, though the difficulties arising from the action of the Embassy at Constantinople subsequent to 1846 still remain.

With regard to the further questions submitted in Sir Julian Pauncefote's letter of the 25th March, it hardly seems necessary to make any communication at present to the Porte, as sanction only has as yet been given to the formation of an Ottoman

Company on condition that it does not infringe upon the rights of Messrs. Lynch's Company.

We submit that it would probably be expedient to postpone any action for the purpose of enforcing the claim of the Company until an understanding has been arrived at upon the main question.

Claims 2 and 3 appear right in principle if the Company were entitled to run the barges, which, however, as appears from our former Report, is not altogether free from doubt.

The amount strikes us as somewhat exaggerated.

We are not sufficiently informed of the facts to express an opinion whether the first claim is one that can be supported.

We have, &c.
(Signed) HENRY JAMES.
FARRER HERSCHELL.
J. PARKER DEANE.

List of Papers sent February 19, 1884.

(A.) "Correspondence respecting the Question of the Navigation of the Tigris," Confidential No.
(B.) Memorandum (Mr. Kennedy), July 20, 1883, Confidential No. 4838.
(C.) Memorandum (Sir E. Hertslet), March 27, 1881, Confidential No. 4439.
(D.) Memorandum (Sir E. Hertslet), July 28, 1881, Confidential No. 4835.
(E.) Memorandum (Mr. Plowden), July 31, 1883, Confidential No. 4838, p. 17.
(F.) Law Officers, November 18, 1881, Confidential No. 4637, p. 98.
(G.) Correspondence 1873–74, MS. vol.
(H.) Memorandum (Lord E. Fitzmaurice), August 18, 1883.
(I.) Musurus Pasha, December 28, 1883.
(J.) Memorandum (Sir E. Hertslet), February 8, 1881, Confidential No. 4802.
(K.) Memorandum (Sir L. Pelly), Confidential No. 4838, pp. 15 and 16.

APPENDIX.

No.
1. Firman, December 29, 1834.
2. Vizirial Letter, September 13, 1842.
3. Firman, December 17 (27), 1834.
4. Firman, September 8 (17) 1841.
5. Despatches from Sir S. Canning: No. 45, March 18, 1846; No. 53, April 4, 1846.
6. Vizirial Letter, April 2, 1846.
7. Vizirial Letter, January 15, 1861.
8. Note by Mr. Redhouse, Oriental Translator, January 5, 1884.

List of Papers inclosed in Sir Julian Pauncefote's Letter of March 25, 1884.

Lord Dufferin, No. 53, Commercial, March 15, 1884; ditto, No. 57, Commercial, March 17, 1884.
Tigris and Euphrates Navigation Company, March 20, 1884; ditto, March 5, 1884.
To Tigris and Euphrates Navigation Company, March 10, 1884.

No. 178.

Sir J. Pauncefote to the Law Officers of the Crown and Dr. Deane.

Gentlemen, *Foreign Office, May 19, 1884.*

I HAVE the honour to transmit to you, by direction of the Secretary of State, the papers noted in the accompanying list,* together with a copy of your Report of the 9th ultimo on the case of the Tigris and Euphrates Steam Navigation Company and the general question of the right of British vessels to navigate the Tigris and Euphrates.

In that Report you stated that, in your opinion, the note of the Turkish Ambassador of the 28th January last might properly be answered in the sense of the observations thereon which were submitted in my letter to you of the 19th February.

A draft reply to the Turkish note has accordingly been prepared (N), and I am to request that you will take the same into consideration, together with the other papers transmitted herewith, and that you will be good enough to inform Earl Granville whether the draft meets with your approval or requires any amendment.

I am, &c.
(Signed) JULIAN PAUNCEFOTE.

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* See List of Papers, No. 179.

No. 179.

The Law Officers of the Crown and Dr. Deane to Earl Granville.—(Received May 29.)

My Lord, *Royal Courts of Justice, May 28, 1884.*

WE are honoured with your Lordship's commands signified in Sir Julian Pauncefote's letter of the 19th instant, stating that he was to transmit to us the papers, together with a copy of our Report of the 9th ultimo, on the case of the Tigris and Euphrates Steam Navigation Company and the general question of the right of British vessels to navigate the Tigris and Euphrates.

That in that Report we stated that, in our opinion, the note of the Turkish Ambassador of the 28th January last might properly be answered in the sense of the observations thereon which were submitted in Sir Julian Pauncefote's letter to us of the 19th February.

That a draft reply to the Turkish note had accordingly been prepared, and that he was to request that we would take the same into our consideration, together with the other papers transmitted, and that we would be good enough to inform your Lordship whether the draft met with our approval or required any amendment.

In obedience to your Lordship's commands we have the honour to report—

That the draft meets with our approval.

The only amendment we would suggest is that made by us in the last paragraph but two. As worded at present it might be taken as expressing a willingness to waive absolutely for the future any right to the claim of general navigation if the rights hitherto enjoyed by the Company are respected and maintained.

We do not gather that this is the intention of the Government.

We have, &c.
(Signed) HENRY JAMES.
FARRER HERSCHELL.
J. PARKER DEANE.

List of Papers.

For List of Papers marked (A) to (K), and Appendices 1 to 8, see Law Officers' Report of April 9, 1884.
(L.) Draft to Law Officers, February 19, 1884.
(M.) Law Officers, April 9, 1884.
(N.) Draft to Musurus Pasha.

No. 180.

Earl Granville to Musurus Pasha.

M. l'Ambassadeur, *Foreign Office, June 6, 1884.*

HER Majesty's Government have given their most careful attention to your Excellency's note of the 28th December last respecting the forcible stoppage of the traffic of the Tigris and Euphrates Steam Navigation Company by the local authorities at Bagdad, and the general question of the right of British vessels to navigate the Tigris and the Euphrates. I now have the honour to communicate to your Excellency the replies of Her Majesty's Government to the various arguments adduced in that note.

Your Excellency denies that a general right to navigate the Rivers Tigris and Euphrates was ever conceded by the Porte to British vessels, and with regard to the Vizirial letters of 1846 and 1861, you argue that if those documents had been intended to concede a general right of navigation, the reference to the Firmans of 1834 and 1841 in the Vizirial letter of 1861 would have been superfluous; that it is impossible to hold that such a right could be accorded by simple Vizirial letters; that it must necessarily have formed the subject of a Treaty, the benefit of which, moreover, would be claimed at once by all the other Powers entitled to most-favoured-nation treatment. That the Vizirial letters had no reference to British vessels entitled to carry the British flag, but only to British-owned native craft which improperly carried the British flag, and thus escaped the payment of dues. That the object of the Vizirial letters was only to record the decision of the Porte, that British-owned native craft might continue to navigate the rivers on payment of the same dues as the vessels belonging to Ottoman subjects, and that accordingly they had continued

to do so to this day, subject to such payment and without carrying the British flag. That the Report of the "Hôtel des Monnaies" referred to in the Vizirial letter of 1846 was only intended to lay down that native craft owned by foreigners engaged in the internal trade must pay the same dues as vessels owned by Ottoman subjects, and engaged in the same internal trade, and not to decide the question whether British vessels had the right to navigate the rivers, such a question not being within the competence of that Department. That owing to the vague terms of the Vizirial letters there had been confusion on the part of Her Majesty's Government between British vessels entitled to carry the British flag and British-owned native vessels, which caused them to place on those letters an interpretation as erroneous as it was inadmissible. Your Excellency added that the Tigris and Euphrates Steam Navigation Company would do well, therefore, to abandon untenable pretensions, and to restrict itself to the privilege conferred by the Firmans, which was limited to the navigation of the Euphrates only, by two British steamers. That right of navigation you maintain is derived solely from the Firmans of 1834 and 1841.

Her Majesty's Government are unable, however, to agree to this statement of the facts of the case, or to the interpretation thus sought to be placed on the documents relating to it.

In the first place, I would observe that the above-mentioned Firmans have no reference to the steamers of the Tigris and Euphrates Steam Navigation Company, but only to the two British Government steamers, which were authorized by those Firmans to ply on the Euphrates, and which had ceased to navigate that river long before the Company was established.

The Company was created in 1862, for the purpose of establishing a line of steamers between Mohammerah, Bussorah, and Bagdad, and in order to prevent any opposition on the part of the local authorities, the British Ambassador applied to the Porte for a renewal of the orders given to the Vali of Bagdad in a Vizirial letter dated the 2nd April, 1846.

That letter had been addressed to the Vali in 1846 in execution of an Agreement arrived at between Sir Stratford Canning and the Porte, by way of settlement of a dispute concerning the navigation of the rivers by British vessels and the payment of dues in the internal trade.

Sir Stratford Canning, in his despatches of that date, reports that the dispute had been settled as follows: That whereas British-owned native boats had for forty years carried on the internal trade on the rivers under the British flag and without payment of dues, they should in future pay the same dues as the native-owned boats engaged in the same trade. On the other hand, that British vessels entitled to carry the British flag would be entitled to navigate the rivers under their national colours, either for the purposes of the foreign trade or of the internal trade, subject to the payment of the local dues or Treaty Customs duties applicable to such trades respectively, and as regards British vessels passing up the rivers beyond the customary port of entry (Bussorah), subject to the payment of an anchorage due of 5 piastres only.

The corresponding record of the Agreement will no doubt be found in the archives of the Sublime Porte.

In February 1860 Messrs. Lynch and Co., being desirous of establishing a line of steamers on the rivers, applied to the Foreign Office for information as to the right of navigation, and they were informed in reply of the arrangement concluded by Sir Stratford Canning.

In 1861, with a view to the carrying out of their project, the Grand Vizier, at the request of the British Ambassador, addressed a letter to the Vali of Bagdad, dated the 15th January, 1861, renewing the orders given in the Vizirial letter of 1846.

The same orders were renewed again in 1862, when the Company formed by Messrs. Lynch put their first steamer on the Tigris, and opened their line between Bagdad and Bussorah, and that line has been in active operation ever since.

Your Excellency, with a view to vindicating the recent action of the Porte, endeavours to show that the two Vizirial letters of 1846 and 1861 have a totally different meaning from that which Her Majesty's Government attach to them. But the interpretation which your Excellency asks Her Majesty's Government to place on those letters appears inconsistent with the express terms of the documents.

The Grand Vizier, in the letter of the 2nd April, 1846, after distinctly stating that the British Ambassador had claimed the right of British vessels to trade in both rivers on payment of the dues "*established by Treaty*," cites the Report of the "Hôtel des Monnaies," to which the British Embassy had given its adhesion, and which had been submitted to and approved by the Sultan.

That Report declares what are the proper dues payable by vessels engaged in the internal trade, "*under whatever flag they may sail*," and those payable by British vessels entering the rivers, or issuing therefrom, for the purposes of the external trade, and it prescribes the amount of anchorage toll for the latter. The Grand Vizier then proceeds to declare that His Imperial Majesty had approved the Report, and had ordered that it should be put into execution; and he accordingly directs the Vali to levy on British-owned vessels engaged in the internal traffic the same dues as on native vessels, and to levy on the cargoes of British vessels "qui viennent du dehors et qui vont à l'étranger," the established customs duties, and an anchorage toll of 5 piastres.

The Vizirial letter of the 15th January, 1861, is still more explicit on the point.

The Grand Vizier commences by stating that the British Ambassador had requested "a renewal of the orders which were sent *concerning the British steamers and boats authorized by His Majesty to ply on the Rivers Tigris and Euphrates;*" and after referring to the privileges formerly granted by Imperial Firmans in 1834 and 1841, he proceeds to set out the Vizirial instructions issued in 1846 at the request of the British Embassy. He cites the distinction therein laid down between the internal trade and the trade carried on "by British vessels, whether coming loaded from abroad and entering one of those two rivers with their cargoes, or issuing therefrom to the sea laden with Ottoman produce, and bound for foreign countries," which (he states) are liable only to the Treaty Tariff and to the mooring toll "on entering or leaving the Tigris or Euphrates, like all other foreign ships coming to other ports of the Ottoman Empire;" and he renews the order that those rules should be carried out.

The above passages would be inexplicable were your Excellency's interpretation of the Vizirial letters to be accepted. On the other hand, they are entirely consistent with the Agreement of 1846, above mentioned, and recorded in Sir Stratford Canning's despatches of that year.

With respect to your Excellency's argument, that such an Agreement could not be concluded otherwise than by a Treaty, it is to be observed that if such an Agreement was made it is not the less valid as an International Agreement because the Porte did not think fit to give effect to it by an Imperial Firman, or to insist on making it the subject of a formal Treaty.

But even if it be conceded that the Contracting Parties were not *ad idem* in respect of the Agreement, and that there was no intention on the part of the Porte to grant to British shipping in general the right of navigating the rivers, Her Majesty's Government contend that the Vizirial letter of 1861, having been issued for the very purpose of enabling the Company to put their two steamers on the Tigris and Euphrates, was intended to confer, and did confer, that privilege on them.

The Company have enjoyed that privilege ever since, with the knowledge and acquiescence of the Porte.

It is true that, as stated by your Excellency, disputes have arisen as to the substitution of new steamers for old ones, the towing of barges, and other matters; but the right of navigation of the two steamers of the Company has never before been contested. This shows that the attitude of the Porte during the last twenty-two years has not been one of "friendly tolerance," as suggested by your Excellency, but one of acquiescence in a claim of right. On the faith of that acquiescence the Company have invested a large capital in depôts at convenient points on both rivers, and in establishments for working the mail, passenger, and cargo services, and they have developed a large trade, to the great benefit of the country.

Her Majesty's Government are not necessarily called upon, therefore, to invoke, in the present case, the general right of navigation claimed by them on the Rivers Tigris and Euphrates.

Whatever may be the true construction of the Agreement of 1846 as to the general right of navigation, Her Majesty's Government consider that the attitude of the Porte during the last twenty-two years debars them from now disputing the validity of the rights claimed and exercised by the Company under the Vizirial letter of 1861, and that they are entitled to insist on the *status quo* of the Company being maintained.

It is in that sense that during the discussion of the case it was pointed out to your Excellency that if Her Majesty's Government were to waive, at the present time, insisting upon their claim to the right of general navigation, the rights hitherto enjoyed by the Company on the rivers must be respected and maintained.

Your Excellency remarks that the question is not one affecting the interests of British commerce in general, but of a private Company, and that if the British Parliament and public should evince so much solicitude for a private Company, how much more is the Porte bound to safeguard the rights of its subjects in general, and to secure to

them the advantages of inland navigation, following therein the example of other civilized States. On this point it is hardly necessary for me to state that whatever solicitude may be evinced by Parliament and by the public in the case, it will not have for its object the pecuniary advantages of a private Company, but the maintenance of the just rights of a British Company, legitimately acquired by Agreement between the British Government and the Porte, and confirmed by long usage and acquiescence.

I have only to observe in conclusion, M. l'Ambassadeur, that the abrupt and arbitrary action of the Porte in forcibly stopping the traffic of the Company without notice, and for no other cause than the desire to secure their business and profits for an Ottoman Company, is marked by a singular lack of friendliness and courtesy towards Her Majesty's Government, and presents an incident unparalleled in the history of the commercial relations of this country in any part of the world.

I have, &c.
(Signed) GRANVILLE.

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